First look: Cologne Show '92

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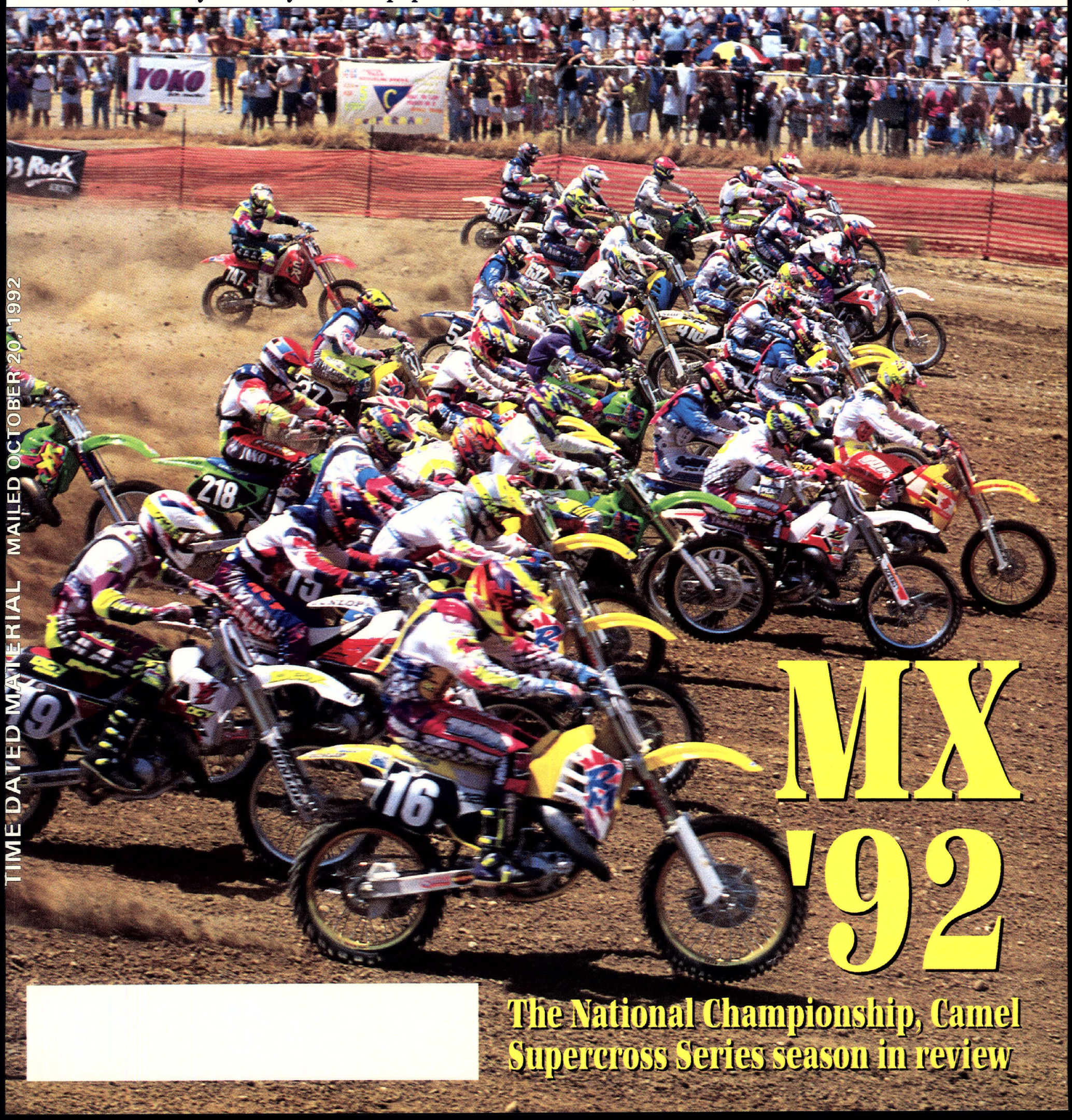

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MX '92

The National Championship, Camel Supercross Series season in review

The 1993 CR250R. Lucky for Jeff, th

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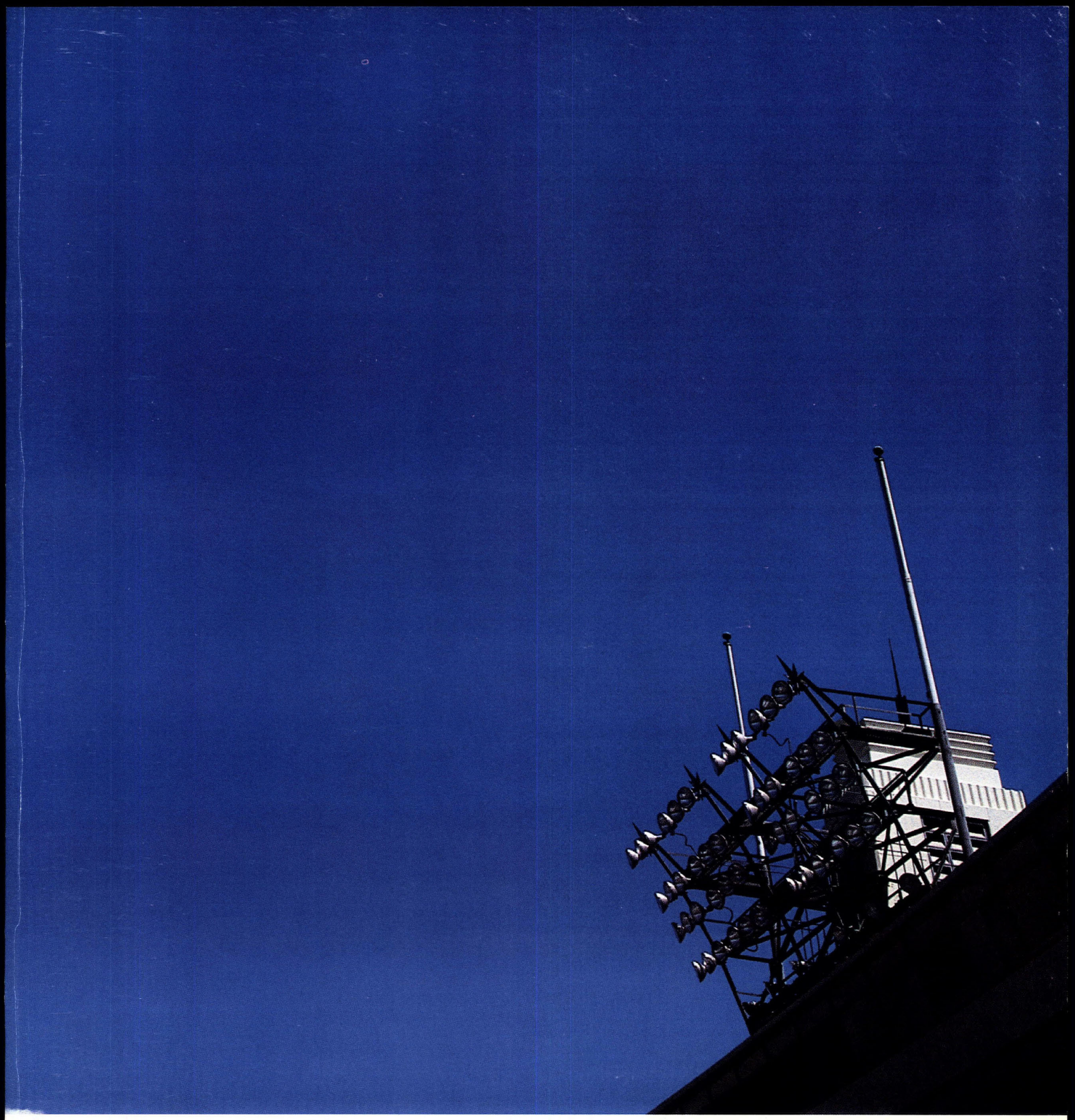

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SHOEI VF-X

THE PROFESSIONAL CHOICE

IN THE WIND By Papa Wealey

Kevin Magee (Yam) won the Australian round of the World Championship Superbike Series in Phillip Island, October 18. The Aussie topped **Doug Polen** (Duc) in the first leg and finished behind **Raymond Roche** (Duc) in the second race to emerge as the top point scorer. **Stephane Mertens** (Duc) finished third in the first leg and **Aaron Slight** (Kaw) did likewise in the second leg. Polen, with his 2-4 tally, leads Roche, who did not finish the first leg, by 26 points.

Dutchman Racing (Suz) won the final race of the AMA/CCS EBC Brakes Endurance Challenge at Daytona International Speedway in Daytona Beach, Florida, October 18. Dutchman's **Scott Zampach** and **John Choate** combined to give the team its first victory of the season. Second place went to **N2 Racing/ National Car Rental** (Hon) with **Jim Sabin** and **Mike Myer** handling the riding chores. **Bowman Honda** (Hon) finished third, ridden by **Jamie Bowman** and **Danny Roberts**. **Fastline Racing/MCM** (Suz), who clinched the championship last week at Texas World Speedway, was forced to make a lengthy pit stop to replace a burned clutch and finished well down in the standings. Dutchman's win moved them into second in the championship with 134 points while **Team America**, who were disqualified at Daytona for re-fueling away from the pits, finished third with 131 points.

The GTU class win at Daytona went to **Yamaha of Leesburg** (Kaw). The trio of **Glenn Barry**, **Jon Roberts** and **Mike Barnes** topping the **Glenn Szarck** and **Larry Goldstein** team of **IRC Racing** (Yam). **Hornblower Racing** (Hon) finished third with **Jon Cornwell** and **Bill Hornblower** at the helm.

Road racer **Scott Zampach** successfully defended his number one plate in the Harley-Davidson Twin Sports class with a second place finish at Daytona, October 18. Zampach, who crossed the line less than a second behind **Richard Koehler**, finished the year with 162 points, topping **Nigel Gale**, third at Daytona, who had 154 points. Zampach won the U.S. Twin Sports race, held on October 17, beating Gale by a little over a second with **Chuck Blackmon** finishing third.

American Flyers' **Todd Harrington** was the big winner at the Daytona Race of Champions. The 21-year-old from Naperville, Illinois, set a new record with six wins, coming in first in Amateur Middleweight Superbike, Amateur Heavyweight Supertwins, Amateur Solo GTU, Amateur Solo GTO, Amateur Lightweight Supertwins and Amateur Middleweight GP. The previous record of five wins was set last year by **Colin Edwards II**. Edwards went on to win the 1992 AMA 250cc Grand Prix National Championship.

The biggest money winner at the Race of Champions was **Rick Kirk**. The Oklahoma rider won $5000 from the $20,000 purse for capturing the championship title in the Honda CBR900RR Challenge Series. Kirk led most of the race, easily beating **Thomas Wilson** and **Jamie Bowman**.

Erik Kehoe (Hon) topped the 125cc Pro class at round two of the GFI Fall Series South, held at Perris Raceway in Perris, California, October 18. **Dana Wiggins** (Hon) was the runner-up, and **Erick Hilton** (Hon) was third. **Shawn Kalos** (Yam) bested Kehoe and **Joel Albrecht** (Yam) in the 250cc Pro class, and **Donald Upton** (Hon) was the winner in the 500cc Pro class, with **Tony Amaradio** (Kaw) finishing second and **Gregg Young** (Hon) third.

Rusty Holland (Suz) aced the 125cc Pro class at round two of the GFI Fall Series North, held at King's Speedway in Hanford, California, October 17. **Dan Paladino** (Kaw) was second and **Eric DuCray** (Hon) finished third. **Pat Gomm** (Yam) won the 250cc Pro class, besting **John Stark** (Yam) and **Josh Boykin** (Yam). Round three was held the following day, October 18, at Hollister Hills SVRA in Hollister, California. Paladino (Kaw) edged Gomm (Yam) and Holland (Suz) for the 125cc Pro class win, while Gomm (Yam) was again the 250cc Pro class victor, beating Paladino (Kaw) and **Tyler Hummel** (Suz).

Scott Summers (Hon) won the final round of the AMA Wiseco/Yamaha/ Yokohama Grand National Championship Cross Country Series at Elkins, West Virginia, October 18. **Jan Hrehor** (Suz) was the runner-up, with **Duane Conner** (Kaw) third, **Doug Blackwell** (Kaw) fourth and **Tim Shephard** (Yam) rounding out the top five overall.

Just two weeks after competing in his last National MX, **Jeff Ward** made his car racing debut, finishing seventh in the Indy Lights Series race at Laguna Seca Raceway, October 18. The race was run in conjunction with a CART Indy Car race at the northern California facility. Indy Lights cars are powered by stock block Buick V-6 engines, housed in March chassis. Also competing in the race was four-time World Champion road racer **Eddie Lawson** and he finished 18th, reportedly contending with mechanical problems. Yet another car had ties with motorcycling; that one was driven to an 11th place finish by **Rick Hill** and it is sponsored by **Gary Densford**, who is known for promoting speedway ice races.

World Champion **Wayne Rainey**, Camel Supercross and 250cc National MX Champion **Jeff Stanton**, Camel Pro Series Champion **Chris Carr** and the U.S. Motocross des Nations team of **Jeff Emig**, **Mike LaRocco** and **Billy Liles** have been named as nominees for the **1992 MotoWorld AMA Athlete of the Year Award**. Final nominees will be announced in coming weeks. The prestigious award carries a $5000 honorarium from Seals Communications, which produces the weekly ESPN program MotoWorld. The recipient will be announced on November 21 at the AMA Professional Awards Banquet at the Doubletree Hotel and Marina in San Pedro, California. Tickets are available for $60 per person. For more information, call Diana Mahaffey at 614/891-2425; for special room rates at the San Pedro Doubletree, call 310/514-3344 and mention the AMA.

Brazilian road racer **Alex Barros** has signed a contract to race alongside **Kevin Schwantz** on the Lucky Strike-backed Suzuki 500cc GP team for the 1993 World Championship Road Race Series. Barros won the Big Road Race in Sugo, Japan, on October 11, riding Schwantz's 1992 Suzuki RGV500. **Doug Chandler** crashed in Japan as did Australian's **Daryl Beattie** and **Kevin Magee**. Beattie suffered a broken bone in his hand, and Magee broke five bones in his foot.

Rumors that French Canadian road racer **Miguel DuHamel** had inked a contract to ride a Muzzy Kawasaki in the 1993 AMA Superbike National Championship were denied by DuHamel's manager Alan Labrosse on Monday, October 19. "Miguel has not signed a contract, and he's still under contract with Yamaha France." Labrosse said. "We are still talking with several people about rides in the States and also on a 500 in Europe. It's just talk right now and no decisions have been made."

Another rumor has AMA 250cc Grand Prix National Champion **Colin Edwards II** signing a contract with Vance & Hines Yamaha to ride the new 1993 Yamaha YZF750 in the AMA Superbike National Championship. "We're working on it, but there's nothing yet," team owner Terry Vance said on Monday, October 19.

According to **Two Brothers Racing** team owner Craig Erion, no plans have been finalized for the team for 1993. Erion, though, did confirm that he had been contacted by Ducati about the possibility of running the Italian V-twins in the '93 AMA Superbike National Championship. "I got a call from Ducati," Erion said. "But that's not surprising. I think they're looking for a second team for the AMA series. We've got an offer from Honda to do WERA, and I've made a counter-offer. We're waiting for an answer. We don't want to leave the AMA series because we feel it is superior to WERA. I don't know what we'll do at this point, but we will be racing. We have a vested interest in it. At the very minimum, we'll have **Rick Kirk** on a 600 (Honda CBR600) in Supersport and we'll run a CBR900 in endurance. We won't run superbike unless something comes up."

Terry Poovey, the dirt tracker who suffered a broken collarbone and ribs and a punctured lung in a crash at the October 10 Pomona Half Mile, underwent surgery to repair his broken collarbone and to inflate his punctured lung in a Texas hospital, October 13. "I went to get checked up when I got home and the doctors couldn't believe that I had been released from the hospital in Pomona," said Poovey. The 17-year veteran of the Camel Pro Series had pins inserted in his broken collarbone and spent five days on a lung machine before finally being released on October 18. "I never realized how many things you take for granted," added Poovey. "I'm not going to smoke anymore after this. That should help with my conditioning next year. I think I have one more season left in me."

After reading in *Cycle News* about the possibility of a changed format for the **AMA/CCS EBC Brakes Endurance Challenge**, promoters of three races have decided to make the change. For 1993, Loudon, Laguna Seca and Mid-Ohio will feature 90-minute GTO races, and 60-minute GTU events. The format is expected to be adopted across the board in 1994. Daytona International Speedway will run the traditional three-hour on the first weekend of Cycle Week, and may run the shortened versions in the later part of the week. For 1993, the AMA 250cc Grand Prix class has been moved to Friday at Daytona.

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A message from the Office of Highway Safety and Motor Vehicle Division of the Department of Transportation

IN THE WIND By Papa Wealey

Visitors flying into Daytona Beach, Florida, for Cycle Week in March of 1993 will by flying into a new airport. The new **Daytona International Airport** began service on Sunday, October 18 and is located next to the old regional airport which is now being used by U.S. Customs. Unlike the one level service of the previous terminal, the new facility has three levels with an atrium in the center. The first flight departed from the $47 million complex for Atlanta at 6:10 a.m.

Changes have also been made to **Daytona International Speedway**. A new, paved access road has been added to the infield, running along the fenced-in Lake Lloyd.

Dirt tracker **Ricky Graham**, a two-time Grand National Champion, rode a Honda CBR900 in the AMA/CCS EBC Brakes Endurance Challenge on October 18. The Californian was making his first laps on the tri-oval since 1987 and was hoping to attract a ride for the March race.

Scott Russell's AMA/CCS 750cc Supersport Championship-winning Kawasaki ZXR-7 was at Daytona for the Race of Champions, as was Mike Smith's 600cc Supersport Championship-winning Honda CBR600. The bikes have been purchased by **Brian Gibbs**, of Stockbridge, Georgia, for use in Amateur races. The 21-year-old Gibbs was fairly consistent, winning the Amateur Heavyweight Superbike and Amateur Heavyweight Supersport classes aboard the ex-Muzzy Kawasaki, and winning the Amateur Middlweight Supersport aboard the ex-Camel Honda. Gibbs finished second to the record-setting **Todd Harrington** in the Amateur Middleweight Superbike, the Amateur Solo GTU, and was fourth in the Amateur Solo GTO.

1991 AMA Superbike National Champion **Thomas Stevens** was given an early release from his Kawasaki contract, and was riding a 1993 Suzuki GSXR750 at Daytona. Stevens wasn't actually competing, but was getting some track time on the new bikes and looking forward to the Dunlop tire tests scheduled for December at Daytona. Stevens will ride a Yoshimura Suzuki in the 1993 AMA Superbike National Championship.

Papa found the following breakdown of **brands of bikes ridden in the GFI Fall MX Series opener** at Perris Raceway in southern California on October 11 interesting: According to GFI, Yamaha was the bike of choice of a whopping 40% (176) of the 438 entries. Honda was next with 21% (90), followed by Kawasaki at 19% (83), Suzuki 8% (79), KTM 1% (6), and ATK .06% (3). The brand of one "other" bike was not identified.

Hooker Headers has re-released their complete line of two-stroke and four-stroke exhaust systems for popular **1968 through 1985 motorcycles**. Papa looked through the Hooker catalog and found he could purchase a new pipe for his 1968 Yamaha DT1 for $105.75 from his local dealer. You say you've been looking for a pipe for your Suzuki TM400 Cyclone? Not a TM400! Well, if you insist, Hooker has plenty and you can get one for $112.50. And a Triumph Bonneville? Yep, $156.50. For more information, call Hooker's tech department at 800/862-6234.

The Pennsylvania Department of Transportation will be holding its annual **Keep Pennsylvania Beautiful Day** on Saturday, October 31. The **Pennsylvania Trail Riders Association** (PATRA) will be participating in the adopt-a-highway program on that day in and around the town of Joliett in Schuylkill County. PATRA is seeking volunteers to help with the project. "Please join us in our fight against litter and to bolster our image as responsible off-road enthusiasts," PATRA's **Ted Witmer** said. Volunteers will meet at Maxine's Restaurant at the Ravine exit of I-81 North at 9 a.m.

National Cross Country Champion **Scott Summers** of Team Honda will be at **Concord Motorsports** in Concord, California, on Saturday, October 24, from 11 a.m. to 1 p.m. for autographs and to answer questions about riding/racing off-road four-strokes. For more information, call 510/687-7742.

For a fun day of motorcycle viewing and bench racing, head out to Hansen Dam Park in Sylmar, California, on Saturday, October 31, for the **Ascot to Daytona: The Men & Machines** display day. Organized by former Triumph race team mechanic **Pat Owens**, the activities are free although a donation to the Clayton Foundation is suggested. Owens says **Gene Smith** will be displaying the Triumph 650 he rode to runner-up finishes in the 1967 and 1968 Barstow-to-Vegas races and **Jim Kelly** will be there with his current racing Harleys, including the 883R Sportster that Jay Springsteen rode to victory in the recent exhibition race at Pomona. **Steve Storz**, **Skip Van Leeuwen** and Owens are sponsoring BSA, Triumph and Harley-Davidson Best of Show awards, and clubs are invited to sponsor awards for other brands. Hansen Dam Park is located just off the 210 Freeway at the Osborne Street off-ramp. For more information, call Owens at 213/225-1687.

The **International Sidecar Racingteams Association** (ISRA) recently met in Amsterdam, Holland, and named a new board. **Jaap Timmer** was named president, **Theo van Kempen** secretary, and **Mark Reddington** treasurer. Other members are three-times Sidecar World Champion **Steve Webster** and **Louis Christen**. In a press release dated October 14, Timmer said, "Our first task is to draw up a good plan of action to secure the future of the Sidecar class in the long term. The class deserves it, the public deserves it, the riders deserve it, so we have to work very hard to realize our goals." The release said establishing a race calendar for 1993 was a priority and "at this moment it's likely that there will be five races with the solo Grand Prix and five races with the Superbikes." But the World Championship Superbike Road Race Series press office countered the ISRA announcement: "With reference to the ISRA press release of October 14 and to the declaration regarding the five World Championship Sidecar races to be included in the Superbike World Championship, we would like to inform you that such an arrangement is not foreseen in any way." Stay tuned.

Union City Cycle Sales in Union City, Ohio, will be hosting an **open house** from 9 a.m. to 3 p.m. on Saturday, November 7. In conjunction with the following day's Treaty City M.C. National Championship Enduro in Greenville, Ohio, Team Suzuki's **Randy Hawkins** and **Steve Hatch** will be on hand to sign autographs and bench race with fans. For more information, call 513/968-5476.

The Dodge Truck-sponsored **U.S. 250cc MX Grand Prix** which took place in July at New York's Unadilla Valley Sport Center will be televised on ESPN on Saturday, October 24, at 5:30 p.m. Eastern time. It is expected that the show will be repeated. Check your local listings.

The final round of the 1992 **AHRMA Vintage Iron National MX Series** will take place at Hollister Hills in northern California on October 24-25. The event will feature many past champions, including two-time Grand National Champion **Dick Mann**, World MX Champion **Jeff Smith**, **John DeSoto**, **Eddie Mulder** and **Buck Murphy**, and current stars including two-time Grand National Champion **Ricky Graham**.

Spain's **Circuit de Catalunya**, site of the 1992 European Grand Prix, has been voted the top GP circuit of 1992 by IRTA teams. The road race facility at Montmelo, just north of Barcelona, topped the poll ahead of Australia's Eastern Creek, Donington Park in England, and Jerez in southern Spain. The teams vote in a number of categories, including circuit safety, facilities, spectator viewing, and paddock security. Interlagos, the site of the Brazilian GP, finished last.

Just minutes before this issue went to press, Honda announced that **Roger DeCoster** was "leaving American Honda to pursue other opportunities." The multi-time World Champion had spent the past 12 years with Honda and, as was recognized in the press release, had a major influence on the development of Honda MX racing and production bikes, as well as on the careers of many American MX champs. "One of the most difficult parts for us is losing Roger's unmatched ability to spot and guide future champions," said Honda Senior Vice President John Petas. We were unable to reach DeCoster for comment.

BORN: Rex Wayne Rainey, son of three-time World Champion Wayne Rainey and his wife Shae, on October 12 in Downey, California.

HIRED: Mike Velasco, by The Brothers — a Honda, Yamaha, BMW, Ducati and Bimota dealership in Bremerton, Washington. Velasco, a noted tuner who has been responsible for the race bikes of the likes of Freddie Spencer and Bubba Shobert, was most recently with Two Brothers Racing. From 1979 to 1988 he worked for American Honda/HRC. The Brothers has announced that a MVR Products line of custom high-performance engine parts will soon be introduced. To contact Velasco, call 206/479-6943.

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VOICES Letters to the editor

Say no to arrogance

Happiness can be defined in many different ways. But for millions of Californians, it is defined as a weekend out in the rugged and sometimes harsh landscape of our state's spacious deserts. On their motorcycles or in their 4x4s riding through the open desert terrain it is an exhilarating experience and at the end of the ride, one can be dirty and exhausted — but extremely content.

However, some people in Washington, D.C., some 2700 miles away, people who have never seen a desert, want to restrict your right to use ours in the name of nebulous environmental protection.

Not only would it directly cost 27,000 jobs in the first year (who knows how many indirect jobs it would take), but it would take away one-fourth of our environment for use of no one but backpackers.

Why? We're not talking about Amazonian rain forests. There are no endangered species to contend with. Water tables are not threatened.

The real reason that Congress wants to restrict your right to use our great deserts is arrogance. Arrogance that they know better than we do. Arrogance that only they have the answers, when the exact opposite is true.

When are they going to allow us access to the pursuit of happiness as we see fit and not as mandated from their Ivory Tower? The answer is not until we, as voters, start to elect those men and women who realize the proper goal of the federal government. Thomas Jefferson said the ideal government was "a wise and frugal government, which shall restrain men from injuring another, " and "shall leave them otherwise free to regulate their own pursuits of industry and improvement."

I want to see our government return to this limited scope and if I am elected November 3, I will expend every minute I am in Washington towards this goal. The alternative is bigger government. Does anybody really think that we need any more government intervention? If you do, by all means, vote for my opponent. But if you want the Congress to get out of your business and to only deal with the necessities of government, I would appreciate your vote.

Bruce Herschenson
Newport Beach, CA

Television commentator/educator Herschenson is the Republican candidate for California's long-term (six-year) U.S. Senate seat . . . Editor.

Godspeed, Dave

Most of the road racers in the Southeast Region knew Dave Garner (#927) to be a fast and tough rival on the track, leading the points chase in more than one class this year. Off the track, Dave was easy going and full of life — always welcome and always ready to pitch in and help.

Dave has died, but he still lives in our memories of him as a strong competitor, a kind man, and a great friend. Godspeed, Dave.

Paul Wright
Marietta Motorsports
Marietta, GA

Start, finish on time

I was very saddened to read of Mike Kidd's resignation as AMA National dirt track manager. Since Kidd and (referee) Jerry Kennedy have been administering National dirt track races, my family and I have witnessed four National races: San Jose Grand National Mile, Fresno 600 Mile, Castle Rock 600 TT and Sacramento Grand National Mile. San Jose and Sacramento were without a doubt the finest administered races of the many we have witnessed in the last 20 years. Complete National programs of the finest of motorcycle racing were presented in slightly more than three hours — started on time and completed without delays.

My great concern now is that the Mt. St. Helen's M.C. of Castle Rock, Washington, has announced that the AMA has granted them a sanction to present a Grand National TT in the spring of 1993. Based on the performance of the club in presenting the most recent 600 National and those of the last five years which I have witnessed, this action by the AMA could be a grave mistake. As spectators at the September 18-19 Castle Rock Regional and 600 National races, we witnessed the program start nearly an hour late and extend past midnight. We have never seen a 600 National TT (at Castle Rock) start on time and we have seen them all.

The fiascos presented at Fresno and Castle Rock are killing dirt track racing, the very heart and soul of American motorcycle racing. Unless these promoters and officials get smart and present a spectator-friendly program, the sport will continue to decline right out of existence. The spectators pay the bills, the stands must be filled with satisfied people.

It was a sad day when Mike left, we hope Jerry continues.

Bob & Estelle Azevedo
Redding, CA

Bring back the Twins

The decision to eliminate the Twins class from AMA road race competition has virtually eliminated the only event which allows for variety and contrast. It is no secret that the other events are dominated by the "big four." Because of the greater latitude available in the rules for the Twins class, both the racers and the spectators can experience the results of innovations and diversities. Within this one class the motorcycles have various makes of engines, innumerable modifications to bodies and frames, not to mention the variety of sounds! This class appeals to those who are innovative as well as truly captivated by the sport.

When there were two GP classes, GP1 and GP2, it was obvious that the more popular class was GP2. There were more GP2 bikes than true GP1 bikes, yet the GP2 class was eliminated in the 1992 season.

The Twins class has attracted a proportionally large interest from the international scene, as evidenced at Daytona.

There is wisdom in reinstating, and perhaps restructuring the Twins classes. The interest and popularity has been established and with creative encouragement the class will grow.

Bruce Meyers
BCM Motorsports
Laconia, NH

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

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ON THE FRONT PAGE:

The 125cc pack charges out of the starting gate during round four of the National Championship 125/250cc MX Series at Hangtown. See page four for our 1992 MX and Supercross season review. Photo by Kinney Jones.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXIX

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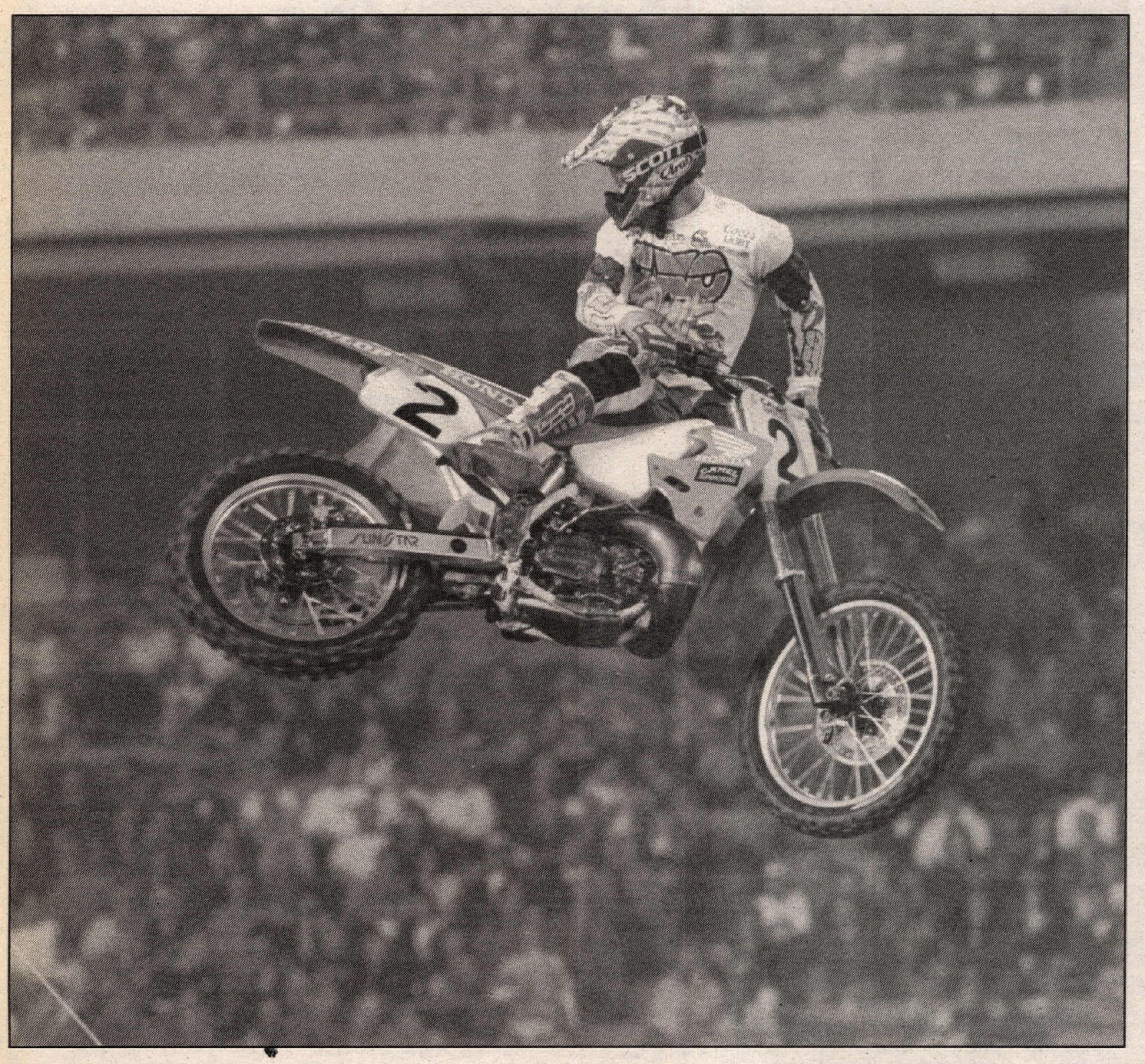
REVIEW 1992 AMA professional MX season

What was and could've been



Team Honda's Jeff Stanton said consistency was the key to his success in earning the 1992 Camel Supercross and 250cc National Championship MX Series titles.

By Kit Palmer

The 1992 professional MX season will perhaps be remembered best by not who won the championships, but by who lost one championship title in particular.

For 19 minutes and 53.51 seconds, the more than 30,000 spectators who attended the final round of the Camel Supercross Series at the Los Angeles Memorial Coliseum watched in disbelief as Yamaha's super-hero, Damon Bradshaw, circulated the championship-deciding 20-lap feature as though he was riding on ice while carefully balancing a stack of priceless china on the top of his helmet, rather than his more traditional all-out, take no prisoners-style of racing. All Bradshaw had to do to seize his first-ever championship title was to cross the finish line third or higher, and for a rider who had already tallied a record-breaking nine Supercross main event wins in a single season and 17 wins of his career, this would be a simple assignment. Or so it seemed.

Going into the last round, no one seriously thought Bradshaw could be beaten out of the title. Not even Team Honda's second-in-points Jeff Stanton, who said he dreamed of holding the number-one plate over his head on the victory podium in L.A. but knew just how farfetched that dream was. Very!

But dreams do come true, as became evident that sunny afternoon in Los Angeles.

While Stanton led the 250cc main on his Danny Betley-tuned CR250, Bradshaw snapped under the pressure and let a seemingly easy championship title slip away. Bradshaw uncharacteristically faded - from fourth to fifth - and handed race winner Stanton the championship title.

It certainly was a dramatic ending to an already dramatic year of Camel Supercross racing.

And then there were the 125, 250 and 500cc Nationals!

Two weeks after the L.A. Supercross, Stanton was in the spotlight again, this time for clinching the National Championship 250cc MX Series title in the first moto of the final round at Troy, Ohio. Unlike his Supercross title, the 250cc National title was anticlimactic, for Stanton held a commanding points lead going into the final round.

"This (the 250cc National title) is nothing like the last one (the supercross title)," said Stanton following the championship-clinching first moto at Troy. "The 250cc championship is still important and means a lot to me, but I had such a big points lead going into today's race, it just wasn't as exciting. I knew I had it."

In the five-race National Championship 500cc MX Series, which clicked into gear shortly after the 250cc series ended, many predicted a showdown between the two Team Honda rivals Stanton and defending champ Jean-Michel Bayle. But those predictions were wrong -very wrong - as Team Kawasaki's Mike Kiedrowski, the 1989 and '91 125cc National Champion, never trailed in the series on his Shane Nalley-tuned KX500, and snagged the number-one plate via two overall victories and consistent top finishes.

But the real surprise of the Nationals was Team Yamaha's Jeff Emig, who came back from a huge points deficit to claim the 125cc National Championship Series title. Many had already written off the 125cc National title to Kawasaki's Mike

1992 Camel Supercross Series
Finishes/Points

		Round 1 Orlando, FL 1/11/92	Round 2 Houston, TX 1/18/92	Round 3 Anaheim, CA 1/25/92	Round 4 Seattle, WA 2/1/92	Round 5 San Diego, CA 2/8/92	Round 6 Atlanta, GA 2/22/92	Round 7 Daytona, FL 3/7/92	Round 8 Charlotte, NC 3/14/92	Round 9 Indianapolis, IN 3/21/92	Round 10 Tampa, FL 3/28/92	Round 11 Pontiac, MI 4/11/92	Round 12 Pontiac, MI 4/12/92	Round 13 Las Vegas, NV 4/25/92	Round 14 Dallas, TX 5/30/92	Round 15 San Jose, CA 6/6/92	Round 16 Los Angeles, CA 7/11/92	TOTAL POINTS
1. Jeff Stanton	Hon	3	4	3	2	4	5	1	2	1	2	2	7	2	4	2	1	331
2. Damon Bradshaw	Yam	4	1	1	1	1	1	2	6	19	4	1	1	9	1	1	5	328
3. Jean-Michel Bayle	Hon	6	3	2	3	3	2	3	1	2	1	7	4	1	2	9	4	320
4. Mike Kiedrowski	Kaw	9	8	5	10	2	4	5	4	4	6	9	2	3	3	14	2	262
5. Guy Cooper	Suz	14	2	4	4	7	11	10	5	5	3	3	12	4	7	4	3	251
6. Mike LaRocco	Kaw	1	5	13	6	5	3	4	11	3	7	4	3	DNQ	DNS	DNS	DNS	200
7. Larry Ward	Suz	7	12	6	9	6	7	13	3	8	10	6	18	5	5	DNQ	10	192
8. Jeff Matiasevich	Kaw	11	6	8	7	10	6	7	20	9	13	10	5	7	10	18	19	170
9. Doug Dubach	Yam	5	11	14	8	8	10	6	8	13	14	16	20	19	8	3	18	157
10. Jeff Emig	Yam	8	14	DNQ	5	12	8	8	14	7	9	12	9	11	DNS	DNS	6	150
11. Ron Tichenor	Suz	DNS	DNS	DNS	11	11	9	12	15	20	8	20	8	12	12	5	DNS	109
12. Jeff Ward	Kaw	2	10	7	19	14	20	17	7	12	15	DNS	DNS	DNQ	11	DNS	20	101
13. Michael Craig	Kaw	DNS	DNS	DNQ	DNS	9	DNS	9	12	DNS	11	DNQ	10	6	9	19	16	88
14. Larry Brooks	Yam	DNS	DNS	DNS	DNS	18	DNS	14	DNS	DNS	17	5	13	10	15	8	9	80
15. Mike Fisher	KTM	12	DNQ	DNQ	DNS	DNS	DNS	DNQ	13	10	12	14	11	DNS	DNS	11	8	77
16. Jeremy McGrath	Hon	DNS	125cc	125cc	125cc	125cc	DNS	20	10	6	5	8	6	125cc	125cc	125cc	125cc	71
17. Keith Johnson	KTM	17	17	DNQ	DNQ	DNQ	13	26	DNQ	11	DNQ	13	15	16	14	13	14	67
18. Brian Swink	Suz	125cc	125cc	DNQ	14	DNS	125cc	125cc	125cc	125cc	125cc	125cc	125cc	8	6	6	7	64
19. Erik Kehoe	Hon	15	13	10	13	15	12	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	11	58
20. Shaun Kalos	Yam	DNS	7	17	17	20	DNS	15	9	DNQ	DNS	DNS	DNS	DNS	DNS	15	12	56

*DNS = Did Not Start DNQ = Did Not Qualify 125cc = Competed in 125cc class

LaRocco, who, at the halfway point of the series, had a presumably uncatchable 41-point lead over second-place Guy Cooper and 58 points over third-place Emig.

Who would've thought that five races later, Emig, alongside his tuner Steve Butler, would be standing on top of the victory rostrum holding the number-one plate? Not many, including Emig.

"I'm really relieved," said Emig moments after securing the 125cc crown at Budds Creek MX Park in Maryland. "It's like I won a lot of races, (but) I just never thought I'd get the championship."

Camel Supercross Series

The opening round of the 1992 Camel Supercross Series showed signs that perhaps many new faces would appear on the high step of the rostrum during the upcoming season, as LaRocco outlasted Jeff Stanton in a late-race duel for the win. LaRocco had only one previous supercross victory to his name going into the Orlando opener, having won the Las Vegas Supercross the year before. But as it turned out, only three riders other than LaRocco would win a main event during the course of the season, and they were familiar faces: Yamaha's Damon Bradshaw would rack up a single-season record of nine wins, and Jean-Michel Bayle and Jeff Stanton would each round up three wins apiece.

Leaving Orlando, LaRocco enjoyed a slim three-point lead in the series point standings over teammate Jeff Ward, who announced prior to the opening round that the '92 season would be his last. The 31-year-old Californian had decided to pursue a career in auto racing at the end of the year. Ward took full advantage of

Stanton crashing on the last lap in Orlando to finish second, while Stanton recovered for third place. Bradshaw finished fourth, while teammate Doug Dubach rounded out the top five.

Orlando also marked the beginning of the decline in defending champ Jean-Michel Bayle's popularity. Already struggling to gain the support of U.S. fans, despite earning their respect by winning every major U.S. MX championship (Supercross, 250 and 500cc Nationals) in 1991, the 22-year-old Frenchman raised some doubts about his seriousness of defending the Supercross title, as well as the 250 and 500cc titles. After he finished an "un-Bayle-like" sixth in Orlando, many quickly began mumbling that he was more interested in road racing than supercross. Bayle had announced that 1992 would also be his last season as a motocrosser before taking up a career in GP road racing, and he also hinted that the Camel Supercross Series title didn't mean anything to him anymore, since he had accomplished a life-long goal by winning the title in 1991. The U.S. fans didn't take kindly to such sentiments and many began turning against him. Bayle would eventually become a serious threat for the title, but would never receive the kind of adulation a multi-time World and U.S. National MX Champion would normally receive. And, as it turned out, Bayle failed to successfully defend any of his three championship titles.

(Top) Damon Bradshaw and tuner Brian Lunniss weathered an emotional see-saw battle for the Camel Supercross Series title. Stanton edged Bradshaw by three points for the Supercross crown. (Above) Many believe that Jean-Michel Bayle wasn't completely focused on motocross racing in 1992. The three-time U.S. champ will pursue a career in GP road racing in '93.

A week later, at the Houston Astrodome, Bradshaw came alive. The 19-year-old factory Yamaha rider won the round and went on to score victories at the next four events in Anaheim, Seattle, San Diego and Atlanta. Bradshaw was aiming for a record-tieing sixth-straight win going into the Daytona Supercross, only to be beaten by Stanton in an intense duel. Stanton's win gave him the record for the most wins at Daytona with four, but, more importantly, Bradshaw maintained his stronghold in the series point standings with 165 points to Stanton and Bayle's 139 points. Opening round-winner LaRocco had faded back to fourth with 118.

The next stop on the circuit was Charlotte, North Carolina, "Bradshaw country." Bradshaw, who hails from nearby Mooresville, was expected to take advantage of the support of his home-crowd fans and win his sixth race of the season, but it was not to be, as Bayle successfully survived late-race challenges by Jeff Stanton to win his first supercross of the year.

Bradshaw, on the other hand, crashed in the first turn after ramming into his teammate Jeff Emig. The homestate hero worked his way up from dead last to finish a respectable sixth place, but still saw his points lead over Bayle dwindle to 16, with Stanton three points back in third.

The next round in Indianapolis marked the beginning of the second half of the season, and it was a disastrous round for Bradshaw and Team Yamaha. The series points-leader was challenging front-runner Stanton, when the Yamaha rider landed on top of a lapped rider and crashed hard, injuring his wrist in the fall. Bradshaw was forced to retire from the race, which effectively cost him the Camel Supercross Championship. Stanton went on to win and moved into the series points lead just ahead of Bayle, who finished second in the race. Bradshaw dropped to third in points.

Following the race, Stanton said, "It just goes to show that nobody has the championship won until the last race is run." How true.

With seven races remaining, it was clear now that it would be a three-man chase to the title, involving Stanton, Bayle and Bradshaw.

1992 AMA National Championship 125cc MX Series
Finishes/Points

		Round 1 Gainesville, FL 3/1/92	Round 2 Southwick, MA 5/17/92	Round 3 Mt. Morris, PA 5/24/92	Round 4 Sacramento, CA 6/13/92	Round 5 Buchanan, MI 7/5/92	Round 6 Troy, OH 7/26/92	Round 7 Washougal, WA 8/2/92	Round 8 Millville, MN 8/16/92	Round 9 Binghampton, NY 9/20/92	Round 10 Delmont, PA 9/27/92	Round 11 Budds Creek, MD 10/4/92	TOTAL POINTS
1. Jeff Emig	Yam	6	7	11	2	1	1	1	5	1	1	1	430
2. Mike LaRocco	Kaw	1	5	1	3	2	2	10	1	2	DNF	7	411
3. Ron Tichenor	Suz	3	2	3	7	13	11	3	2	5	8	2	348
4. Doug Henry	Yam	4	3	7	9	11	DNF	4	3	4	4	4	316
5. Larry Ward	Suz	16	1	4	6	9	4	9	21	7	3	5	297
6. Ryan Hughes	Kaw	14	8	6	5	5	10	6	13	6	5	3	296
7. Guy Cooper	Suz	2	13	2	4	6	3	13	8	16	DNS	DNS	260
8. Jeremy McGrath	Hon	5	4	5	8	8	22	5	6	13	15	9	259
9. Steve Lamson	Suz	DNS	DNS	DNS	1	7	12	2	15	11	10	6	213
10. Brian Swink	Suz	9	6	9	15	4	DNF	7	DNS	8	DNS	DNS	173
11. Jimmy Button	Yam	13	21	18	16	14	5	14	12	10	7	DNF	168
12. Denny Stephenson	Suz	DNF	10	12	22	18	6	12	16	17	12	8	157
13. Erik Kehoe	Hon	DNS	DNS	DNS	DNS	17	8	11	4	3	9	18	154
14. Tim Ferry	Kaw	11	9	20	10	15	9	19	11	14	11	DNF	153
15. Chad Pederson	Hon	17	23	8	21	21	7	500cc	9	9	13	10	138
16. Buddy Antunez	Hon	10	DNF	19	11	16	19	8	14	22	16	17	124
17. Tyson Vohland	Yam	7	11	22	13	10	15	17	DNF	DNS	DNS	DNS	110
18. Ezra Lusk	Suz	8	DNF	DNF	DNS	3	20	18	10	DNF	DNQ	DNS	93
19. Barry Carsten	Suz	15	15	13	DNS	19	13	DNS	DNS	15	19	14	87
20. Jeff Dement	Suz	DNS	12	21	18	12	16	15	DNF	DNF	24	DNS	75

*DNS = Did Not Start DNQ = Did Not Qualify DNF = Did Not Finish 500cc = Competed in 500cc class

RUSSELL CROWNED KING OF THE ROAD IN SUPERBIKE CHAMPIONSHIP SERIES.

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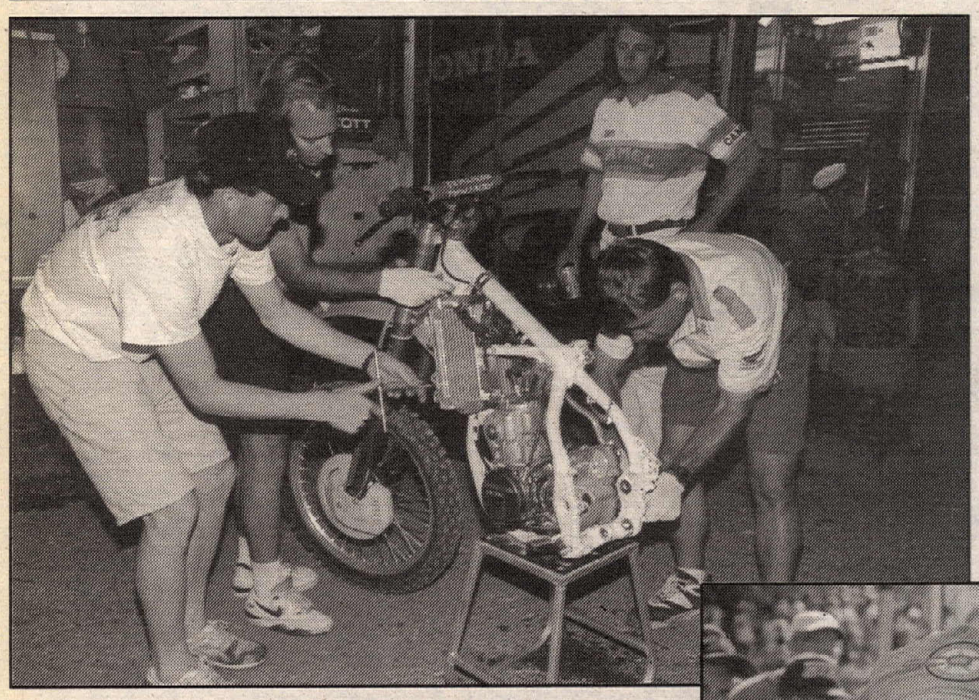
RUSSEL

REVIEW 1992 AMA professional MX season



Bayle won his second supercross of the series the following week in Tampa, with Stanton taking the runner-up honors, and Bradshaw finishing a disappointing fourth after losing a duel for third to Suzuki's Guy Cooper.

Bayle left Florida with a three-point lead over Stanton, while Bradshaw dropped even further back in third, 11 points behind Bayle.

Bradshaw marked his comeback at the Pontiac doubleheader, where he won both rounds. The sweep shot the Yamaha rider back into the series points lead over Stanton, who went 2-7 in Pontiac, and Bayle, who went 7-4. Bradshaw enjoyed a six-point cushion going into the next round in Las Vegas.

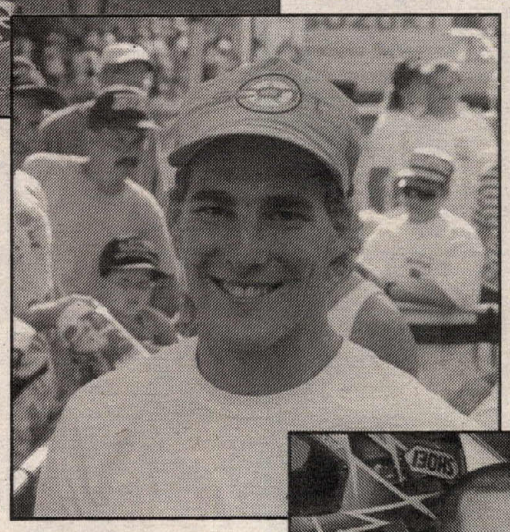
Coming off back-to-back wins, Bradshaw rolled into Las Vegas two weeks later with momentum and confidence - perhaps too much confidence, as it turned out.

While running a comfortable fourth place early in the feature, Bradshaw tried a risky pass on longtime rival Jeff Matiasevich, resulting in the two riders colliding and crashing. Many who saw the altercation felt that Bradshaw "brain-faded" by trying such a pass so early in the race, not to mention the fact that the championship was on the line. To make matters worse, Bradshaw was later fined $500 by the AMA referee for "endangering another rider." Brain-fade or not, the attempted pass cost Bradshaw dearly as he ended up finishing ninth, which dropped him to third in the series point standings. Bayle and Stanton finished second and third, respectively, moving Bayle back into the series points lead with 268 points. Stanton was second with 266, and Bradshaw third with 262. But wait!

Immediately following the Las Vegas feature, Team Yamaha protested Team Honda for allegedly using illegally altered frames and swingarms on both Stanton and Bayle's Hondas. If found guilty, both Bayle and Stanton would be disqualified from the Las Vegas race and their points would be erased, which would practically ensure Bradshaw the title. Many felt that this was a desperate act on Yamaha's part, but Yamaha believed that they had enough evidence to protest Honda, especially in light of the fact that earlier in the year, Honda had openly admitted that their bikes were suffering handling problems. In response, the AMA ordered Honda to strip the frames and swingarms in question, and later ship the parts to the AMA headquarters in Ohio to be inspected. While most of the spectators had long since left the stadium when the AMA issued their order, both Bayle and Stanton helped their respective mechanics, Cliff White and Danny Betley, turn wrenches and tear down their race bikes.

Later that week, the AMA denied Yamaha's protest after finding the frames and swingarms to be legal.

(Above) Stanton (left) helped his mechanic Danny Betley tear down his bike after Yamaha filed a protest, claiming Honda used illegal chassis at the Las Vegas SX.



By this point, the strain of the tight points chase was intensifying, and Bradshaw was the first to admit it. "I can't wait for this thing (the series) to end. I don't care what anybody says; the pressure is almost unbearable. They (Stanton and Bayle) might say there's no pressure but that's a bunch of bull."

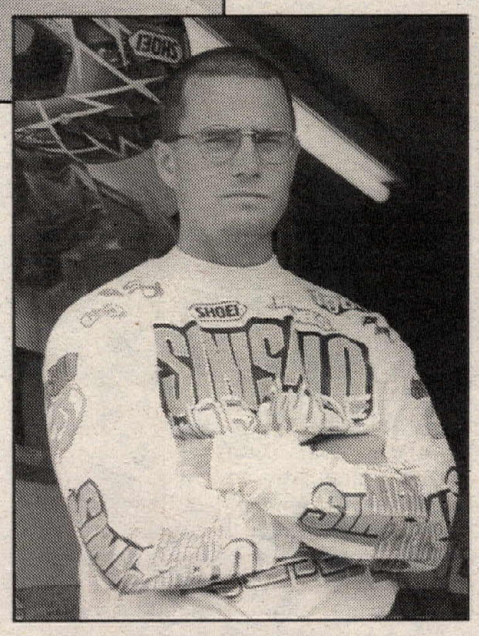
Three weeks later the series visited Dallas, where Bradshaw scored his eighth win of the season, tying the single-season win record set by Bayle the previous year. Bradshaw also took over second place in the series point standings from Stanton and inched closer to points leader Bayle.

The next round in San Jose saw the anxiety of the title chase come between teammates Bayle and Stanton. While fighting for positions on the chaotic opening lap of the feature, Bayle and Stanton got close to each other, and Bayle abruptly flew off the track and crashed. Bayle alleged that Stanton had run into him, but Stanton said they hadn't touched. "I had just passed Stanton and he tried to pass me back," said Bayle. "Stanton touched me - my back wheel - and that was it."

"There was no contact," said Stanton. "If anything, my front wheel might have touched his left leg that was hanging off his bike, but that had nothing to do with him crashing."

Nonetheless, Bradshaw ended up winning the race and assumed the series points lead once again, albeit only by six points over Stanton, who finished second in San Jose. Bayle eventually finished ninth, relegating the defending champ back to third in the standings and in effect out of title contention.

(Left) Kawasaki's Mike Kiedrowski earned the 500cc MX National Championship title. (Below) Team Noleen-Yamaha's Larry Brooks finished fifth in the 250cc National series and was the top-finishing privateer.



Bayle was not happy after the San Jose race. He believed Stanton had caused him to crash; his shoulder was hurting from the fall; he saw his title hopes go down the drain; and a road race practice session he had pre-arranged in France conflicted with the rescheduled Los Angeles Supercross, the next and final round of the series. Perhaps in the heat of frustration, moments after the disastrous San Jose race, Bayle said that he would not compete in L.A., claiming his shoulder would prevent him from competing. Many speculated that he was using the shoulder as an excuse to skip the L.A. Supercross so he could concentrate his upcoming road race practice session and first 250cc GP road race in France.

As it turned out, Bayle did go to France to practice on a 250cc GP road race bike, took just enough time out to compete in L.A., then grabbed a "red eye" flight back to France a few hours after the L.A. race.

Honda wasn't exactly thrilled about the whole ordeal. Bayle had left team manager Dave Arnorld up in the air, and many of his fans were annoyed. Nonetheless, Bayle sat on the starting line for the final supercross feature of the year, and would almost play a major factor in the outcome of the series.

The stage was set on the Coliseum floor. If Stanton were to win, then all Bradshaw needed to do was finish third or better and the title would still be his.

When the gate dropped, Stanton pulled the holeshot ahead of Mike Kiedrowski, Guy Cooper, Bradshaw and Bayle.

Things looked good for Bradshaw, as all he had to do was pass Cooper, but in Cooper's words, "I wasn't just going to give it (third place and the title) to him."

As the race wore on, Cooper began pulling away from Bradshaw, while Bayle sized up the situation from behind. Bradshaw's lap times slowed with each circuit, as the gap between him and Cooper grew.

"I knew Guy was in front of me and I had to pass him, but I kept focusing on the track too much," said Bradshaw. "Every time I tried doing something, I'd go backwards. It was just a losing battle."

While Bradshaw slowed, Bayle made no attempt to pass, giving many people reason to believe that he didn't want to help Stanton in any way, shape or form. Those feelings were all but confirmed late in the race, when Bayle finally passed Bradshaw and then quickly and effortlessly pulled away from him.

The usually calm and emotionless Stanton took the checkered flag, and exploded in excitement when he realized his dream had, in fact, come true. As he stood on top of the finish-line jump with his arms raised in triumph, Stanton's tuner, Danny Betley rushed over and gave his rider a big congratulatory hug.

"Neither of us could talk," said Stanton. "We were just screaming, cursing and crying. We really didn't say anything. It was just an awesome moment. We've had our ups and downs through the season, a few arguments, but we pulled together."

Finishing fifth behind Stanton, Kiedrowski, Cooper and Bayle was a disappointed yet gracious Bradshaw.

"I've never been in this kind of situation before," said Bradshaw. "I may have lost the championship, but I learned a lot today."

Stanton said, "I feel for Bradshaw, but that's all part of racing."

Despite falling short of the championship, Bradshaw did climb to fourth on the all-time Supercross win-list with 17, and is just 11 wins shy of topping Rick Johnson's record-setting 28 victories.

250cc Nationals

Gainesville, Florida's Gatorback Cycle

1992 AMA National Championship 250cc MX Series

Finishes/Points

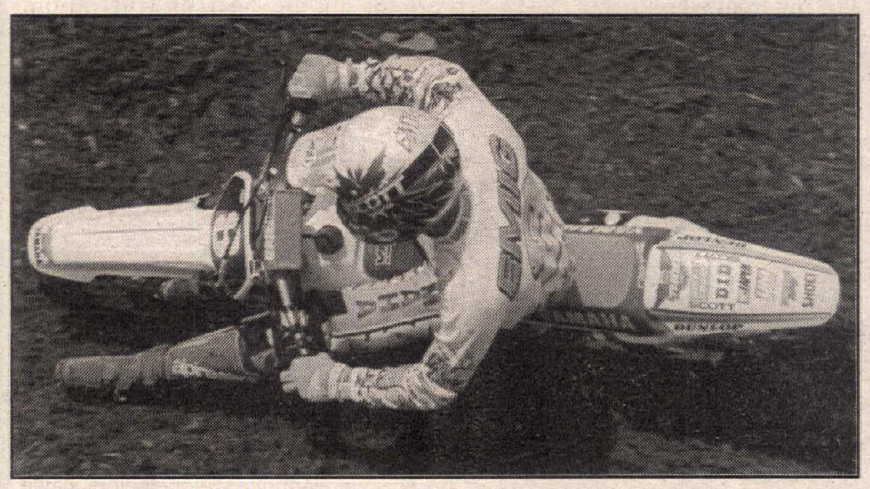
		Round 1 Gainesville, FL 3/1/92	Round 2 Southwick, MA 5/17/92	Round 3 Mt. Morris, PA 5/24/92	Round 4 Sacramento, CA 6/13/92	Round 5 Buchanan, MI 7/5/92	Round 6 Troy, OH 7/26/92	TOTAL POINTS
1. Jeff Stanton	Hon	1	1	3	2	2	2	270
2. Mike Kiedrowski	Kaw	3	2	4	14	1	5	214
3. Jean-Michel Bayle	Hon	2	4	2	10	DNS	1	187
4. Damon Bradshaw	Yam	6	3	1	1	DNF	DNS	167
5. Larry Brooks	Yam	7	9	8	4	6	9	157
6. Jeff Ward	Kaw	4	10	12	DNS	3	4	145
7. Doug Dubach	Yam	5	12	15	3	4	DNS	142
8. Phil Lawrence	Suz	13	11	11	6	8	7	127
9. Cliff Palmer	Suz	15	14	5	5	11	8	121
10. Jeff Matiasevich	Kaw	16	13	7	DNS	5	3	118
11. Michael Craig	Kaw	8	6	16	DNS	7	DNS	98
12. Fred Andrews	Suz	9	15	10	DNS	9	12	93
13. Willie Surratt	Suz	DNS	19	13	7	10	6	93
14. Dag Boyesen	Kaw	23	20	DNQ	12	12	13	56
15. John Dowd	Kaw	21	5	DNF	DNS	DNS	14	50
16. Jeff Curry	Kaw	18	17	20	DNS	17	10	48
17. Ray Sommo	Kaw	DNS	16	18	12	DNS	18	42
18. Brian McElroy	Suz	20	DNS	9	DNS	13	DNS	41
19. Todd DeHoop	Suz	14	18	17	DNS	DNS	16	36
20. Gene Naumec	Kaw	DNQ	DNS	23	15	15	22	34

*DNS = Did Not Start DNQ = Did Not Qualify DNF = Did Not Finish

Park hosted the first National of the year, and it was a race that saw Damon Bradshaw lose his first event since the opening round of the Supercross series in Orlando, two months earlier. Stanton played the spoiler by posting 2-1 moto finishes for the overall win. Bradshaw, the first-moto winner, saw his win streak come to a halt in the second moto when he crashed and finished 16th, landing sixth overall.

moto, the Yamaha rider crashed and injured his knee. With the final round of the Camel Supercross Series on the horizon, Bradshaw chose not to finish the first moto, and sat out the second to avoid further damage to the knee.

Although Kiedrowski scored his first-ever 250cc National that day in Michigan, Stanton came away with a super-comfortable 45-point lead over now second-place Kiedrowski.



(Left) Team Yamaha's Jeff Emig went on a tear in the second half of the National Championship 125cc MX Series, winning five of the last six races, as well as the series championship. (Below) Tuner Pete Steinbrecher gave Suzuki's Steve Lamson a hug after he won his first-ever 125cc National.

1992 AMA National Championship 500cc MX Series

Finishes/Points

		Round 7 Washougal, WA 8/2/92	Round 8 Millville, MN 8/16/92	Round 9 Binghampton, NY 9/20/92	Round 10 Delmont, PA 9/27/92	Round 11 Budds Creek, MD 10/4/92	TOTAL POINTS
1. Mike Kiedrowski	Kaw	1	2	1	2	2	229
2. Jeff Stanton	Hon	2	1	2	3	1	226
3. Jeff Ward	Kaw	3	6	4	1	3	195
4. Jean-Michel Bayle	Hon	DNF	3	3	4	4	158
5. John Dowd	Kaw	8	4	5	8	DNS	114
6. Jeff Matiasevich	Kaw	4	9	6	DNS	15	103
7. Lance Smail	Yam	5	11	12	13	8	97
8. Ray Sommo	Kaw	7	14	10	11	10	92
9. Brian Manley	Hon	6	8	9	15	20	89
10. Willie Surratt	Hon	11	16	21	7	7	84
11. Larry Brooks	Yam	13	5	7	DNS	DNS	74
12. Kurt McMillen	Hon	19	12	8	10	DNF	70
13. Rich Taylor	Hon	23	10	11	16	12	63
14. Mike Jones	Kaw	DNS	DNS	DNS	5	5	63
15. Tony Graves	Hon	17	18	17	9	18	59
16. Todd DeHoop	Hbg	18	DNF	14	6	DNF	51
17. Dag Boyesen	Kaw	12	21	13	18	19	48
18. Gene Naumec	Kaw	15	7	DNF	DNS	18	40
19. Jeff Glass	Hon	DNS	DNF	DNF	17	6	34
20. Keith Johnson	KTM	16	DNS	DNS	DNS	9	31

*DNS = Did Not Start DNF = Did Not Finish

Jean-Michel Bayle also fell victim to a first-moto crash, ending up with 5-2 moto finishes and second overall on the day.

For Stanton, the Gainesville victory could not have come at a better time, as he was beginning to wonder if he would ever win.

"It feels good to finally win a race," said Stanton after the Gatorback National. "It's been a frustrating year up until now."

Stanton carried his new-found positive attitude to the next round more than a month later, at the sandy and demanding Southwick MX 338 track in Massachusetts. Stanton scored another victory and stretched his series points lead to 14 points over Mike Kiedrowski, who finished second overall with 3-2 moto finishes.

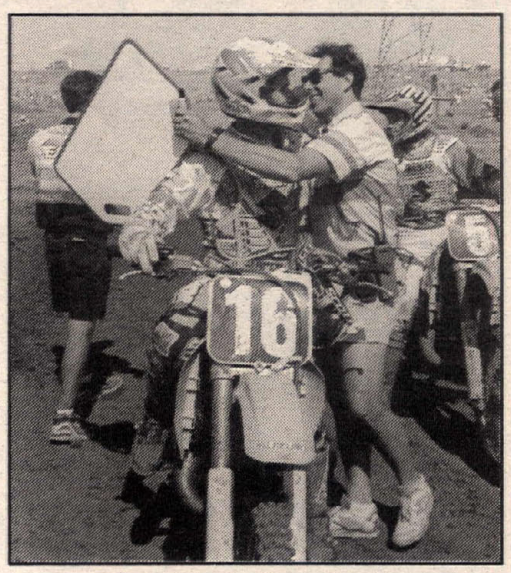
Once again, Bradshaw proved he had the speed at the Nationals by winning the first moto, but inconsistency was eluding him, as he once again crashed and finished sixth in the second moto. Bayle had yet to show his championship form, as he racked up lowly - for him - 6-3 moto finishes.

After only two races, Stanton was well on his way to his third 250cc National Championship title. He knew at that point that consistency would be the key to success in the relatively short six-race series, and as a result, Stanton would not score an overall win in any of the remaining four rounds.

Round three took the racers to High Point Raceway in Mt. Morris, Pennsylvania. Rain, mud and cold temperatures prevailed, but so did Bradshaw. Despite the less-than-ideal conditions, Bradshaw performed flawlessly, winning both motos easily and moving into second place in the series points standings, passing Kiedrowski. It was a so-so day for Stanton, who posted 2-4 moto finishes for third overall, but more importantly, he still came away with the same 14-point lead. The only difference was that Bradshaw was now in second, as 4-3 finishes at High Point relegated Kiedrowski to fourth overall and third in the series, 19 points behind Stanton.

Bradshaw scored his second National win with 1-2 moto finishes a round later at the Hangtown National near Sacramento, California, but he gained only a few points on Stanton, who tallied a 3-1 score. Bike problems knocked Kiedrowski out of championship contention at Hangtown, while Bayle's sore shoulder, suffered a week earlier at the San Jose Supercross, prevented the Frenchman from riding the second moto, effectively ending his title hopes.

Bradshaw's expectations for the title ended a round later at Red Bud Track 'N' Trail in Buchanan, Michigan. In the first



Two weeks later and seven days after winning the Camel Supercross Championship, Stanton clinched the 250cc National Championship at Troy, Ohio's Kenworthy's MX Park, by placing second in the first moto. Even though Stanton's teammate and defending champion Bayle won both motos, it was Stanton's day.

"I'm just glad to bring the number-one plate back to the U.S. and back to Michigan," said Stanton, who hails from Sherwood, Michigan.

Kiedrowski finished an impressive second in the series points standings, and dethroned champ Bayle was third.

500cc Nationals

A week later, the five-round 500cc series got underway at Washington's scenic Washougal MX Park, and it was Kiedrowski, competing in his first-ever 500cc National, who scored the overall win via 3-1 moto finishes. His nearest competitor was Stanton, who grabbed runner-up honors with 1-3 moto finishes. However, Stanton and Kiedrowski left Washougal tied for first place with 45 points apiece.

But the big news of the day was Bayle, who crashed during practice and would not finish the first moto or start the second.

"I hurt my shoulder a little bit and am scratched up all over," said Bayle. "I'm not so sure about the next National."

Round two was held at Spring Creek MX Park in Millville, Minnesota, where Stanton scored the overall win but did not gain any points on the series leader Kiedrowski, who matched moto scores with Stanton. So after two events, Kiedrowski and Stanton were still deadlocked with 92 points each. Third in the series was Kawasaki's Jeff Ward, with 74. Bayle did compete at Spring Creek, finishing third overall.

Kiedrowski broke free of Stanton in round three at Binghampton's Broome-Tioga Sports Center in New York, where he won both motos to Stanton's two runner-up placings. This gave Kiedrowski a six-point edge over Stanton with two rounds left in the series.

In the next-to-last MX race of his illustrious career, Jeff Ward scored his first and only National victory of the year a week later at the Steel City National in Delmont, Pennsylvania. While Kiedrowski was happy for his teammate, he was even more pleased to gain four more points on Stanton. Kiedrowski ended up second overall via a 1-3 tally, topping Stanton's 4-2.

The final round of the series at Budds Creek MX Park in Maryland would decide the series champion and Stanton knew he had to win both motos and hope for the best. The veteran Stanton, did, in fact do what he had to do, but it wasn't enough. Kiedrowski hung back, finishing second in both motos and winning the series championship with three points to spare.

"Do I always make them thrillers or what?" said Kiedrowski of his narrow championship victory. "Shane (Nalley, Kiedrowski's mechanic) has been more nervous this whole series than me. This is our third championship together, so I guess I'll have to keep him my whole racing career."

"That's part of racing," said Stanton of losing the championship. "You take the good with the bad and move on."

Third in the series went to Jeff Ward and fourth to Bayle. John Dowd, a privateer from Massachusetts, rounded out the top five.

125cc Nationals

Going into the 11-round National Championship 125cc MX Series, the odds-on favorite to pocket the title was Kawasaki's Mike LaRocco. In 1991, the Indiana rider proved he was one of the fastest 125cc riders in the country when he joined the second half of the 125cc circuit after competing in the 250cc National series. He won two of the six 125cc Nationals he competed in, confirming that he would be a threat to be reckoned with in 1992.

As expected, LaRocco opened the series at Gainesville with a win, while the man many predicted would be LaRocco's main challenge, 1990 champion Guy Cooper of Team Suzuki, finished second overall. LaRocco left Gainesville with a seven-point advantage over Cooper, while eventual series winner Jeff Emig ended up sixth overall,18 points arrears of LaRocco.

LaRocco would continue to ride well and win races, while Cooper and Emig struggled with inconsistent rides throughout the first half of the season, and as a result, LaRocco would build up a seemingly uncatchable points lead.

It wasn't until the fifth round of the series at Red Bud when Emig would score his first National win of the series and career. The win shot Emig from sixth to third in the series point standings - behind LaRocco and Cooper - and sparked a fire under him. The Yamaha pilot would go on a tear and win five of the remaining six races. The only rider who beat Emig during that span was LaRocco at the Spring Creek National.

Emig's run at the title was aided by LaRocco's bad luck and an injury to Cooper.

Cooper dropped out of the series in round nine at Binghampton where he crashed and broke his leg, and LaRocco was hampered by mechanical problems.

At the second-to-last round in Pennsylvania, LaRocco failed to score any points after the clutch broke in the first moto, and the carburetor popped out of the intake boot in the second moto. Emig helped himself out by winning the first moto and then finishing second, which moved him to within one point of LaRocco, 381-380, with one round remaining to be held at Budds Creek.

The series title was effectively decided in the first turn on the first lap of the first moto at Budds Creek when LaRocco collided with Tuf Racing's Ron Tichenor. In the collision, LaRocco's bike clipped a protective tire on the inside of the corner and his bike's shift lever was broken off. LaRocco was forced to pit and replace the lever, while Emig enjoyed a big lead on the track. Emig went on to win the moto, and LaRocco could climb no higher than 13th.

In the second and final moto of the event and series, Emig put the icing on the cake by scoring a wire-to-wire victory over LaRocco, who had worked his way into second after a sixth-place start. Emig earned the series championship title with a total of 430 points to LaRocco's 411. Tichenor ended up third in the series. DGY Racing's Doug Henry and Suzuki support rider Larry Ward, who won one National at Southwick, rounded out the top five.

The only rider to win a 125cc National other than Emig, LaRocco and Ward was Suzuki's Steve Lamson at Hangtown. Lamson had just returned to racing after breaking his leg at the Houston Supercross earlier in the year. CN

PHOTO TRIBUTE Motocrosser Jeff Ward

Farewell, Wardy!

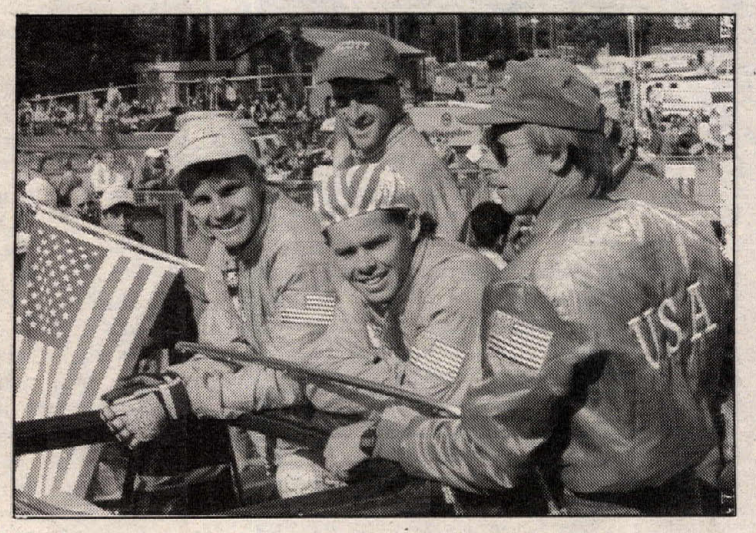
The recently completed 1992 MX season will be a memorable one for motocross and supercross fans. In addition to numerous close races and a couple of the most exciting title-deciding battles ever, the season marked the farewell tour for Jeff Ward, one of the most respected riders in the sport's history.

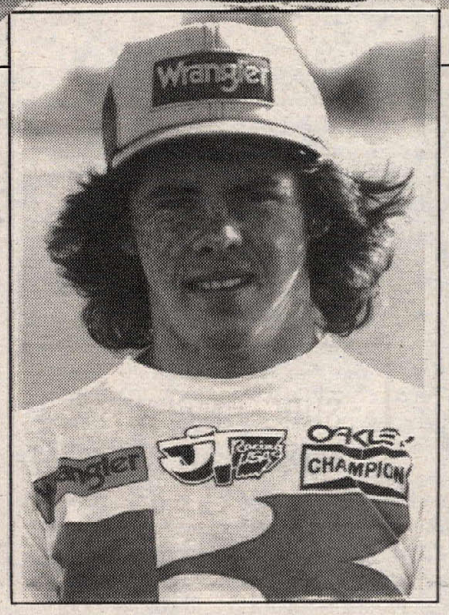
Ward announced before the first Camel Supercross of '92 that he would be moving on to car racing at the end of the year, and good-bye ceremonies were held for the 31-year-old veteran at nearly every stop on the professonal supercross and motocross circuits.

After 10 years of competition in the amateur ranks, Ward received a professional license in 1977. Riding for Kawasaki exclusively, Ward had an illustrious pro career. He is the only rider to have won every major AMA National Championship MX title; during his 15 years as a pro, Ward amassed one 125cc MX National title, two 250cc Supercross crowns, two 250cc National titles, and two 500cc National titles. In addition to his seven National crowns, Ward was a member of seven winning U.S. teams at the MX des Nations. With 20 supercross victories, Ward is third on the all-time win list behind Rick Johnson (28 wins) and Bob Hannah (27 wins), and his 55-career National MX wins are also the third-most behind the same two riders (Hannah with 64 and Johnson with 62).

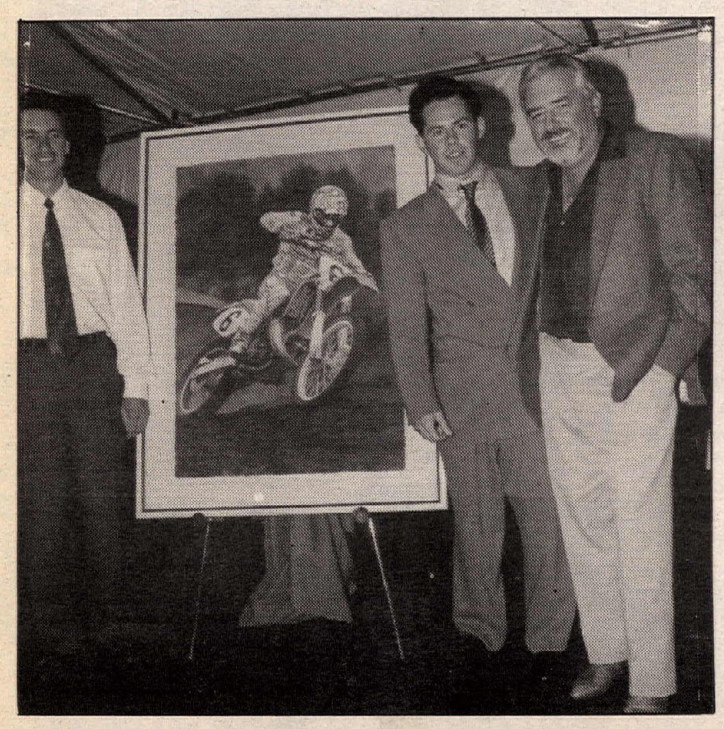
So long, Jeff. Thanks for the memories.

In 1970 at the age of nine, Jeff Ward accumulated these trophies and number-one plate as an amateur dirt track racer.





Ward won Supercross Championship titles in 1985 and 1987.



Ward's fourth-straight Steel City win came in his next-to-last National. (Above right) Ward was a member of seven winning U.S. MX des Nations teams. (Left) Kawasaki's Roy Turner presented Ward a self-portrait at a farewell ceremony. Ward's father Jack is on the right.

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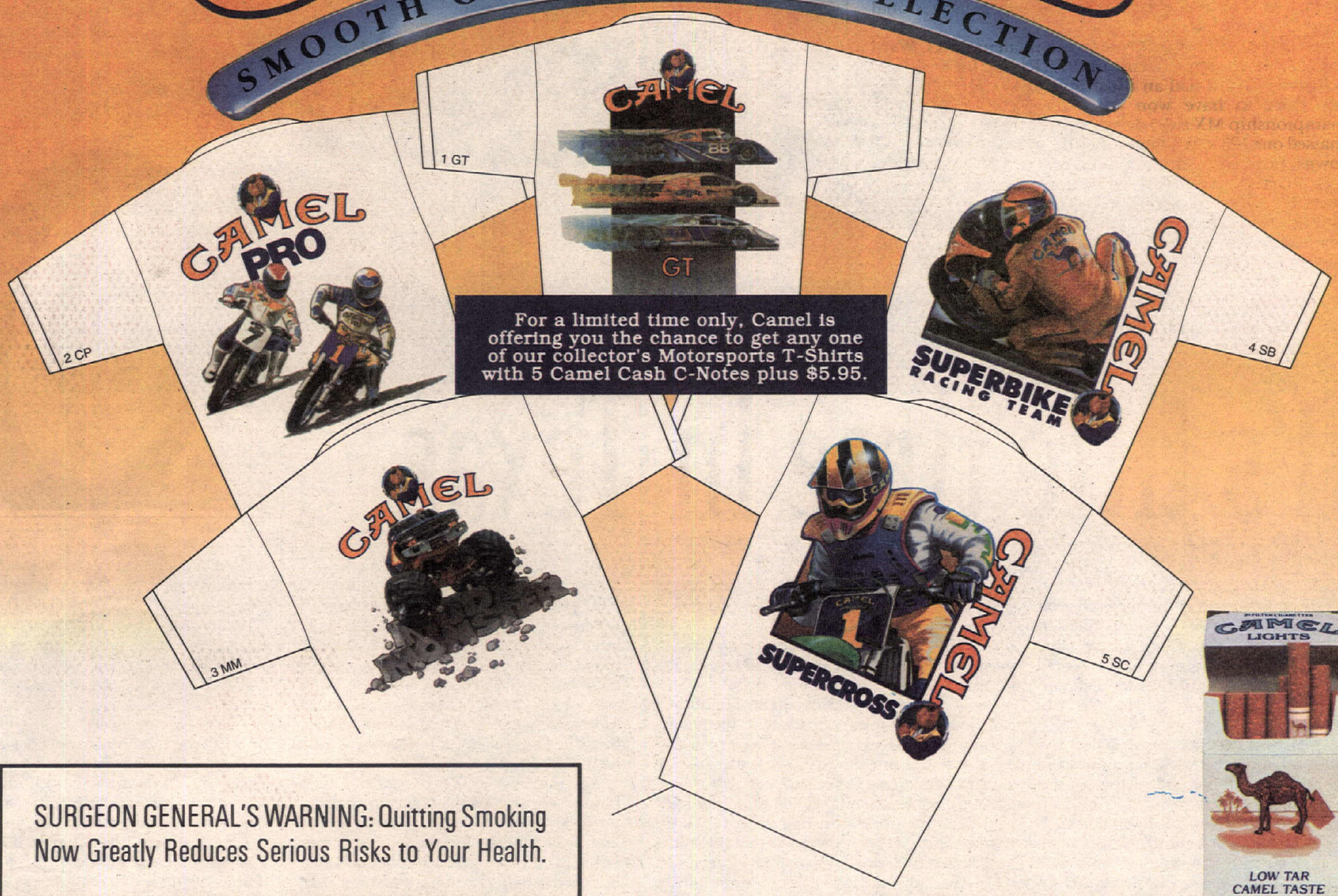

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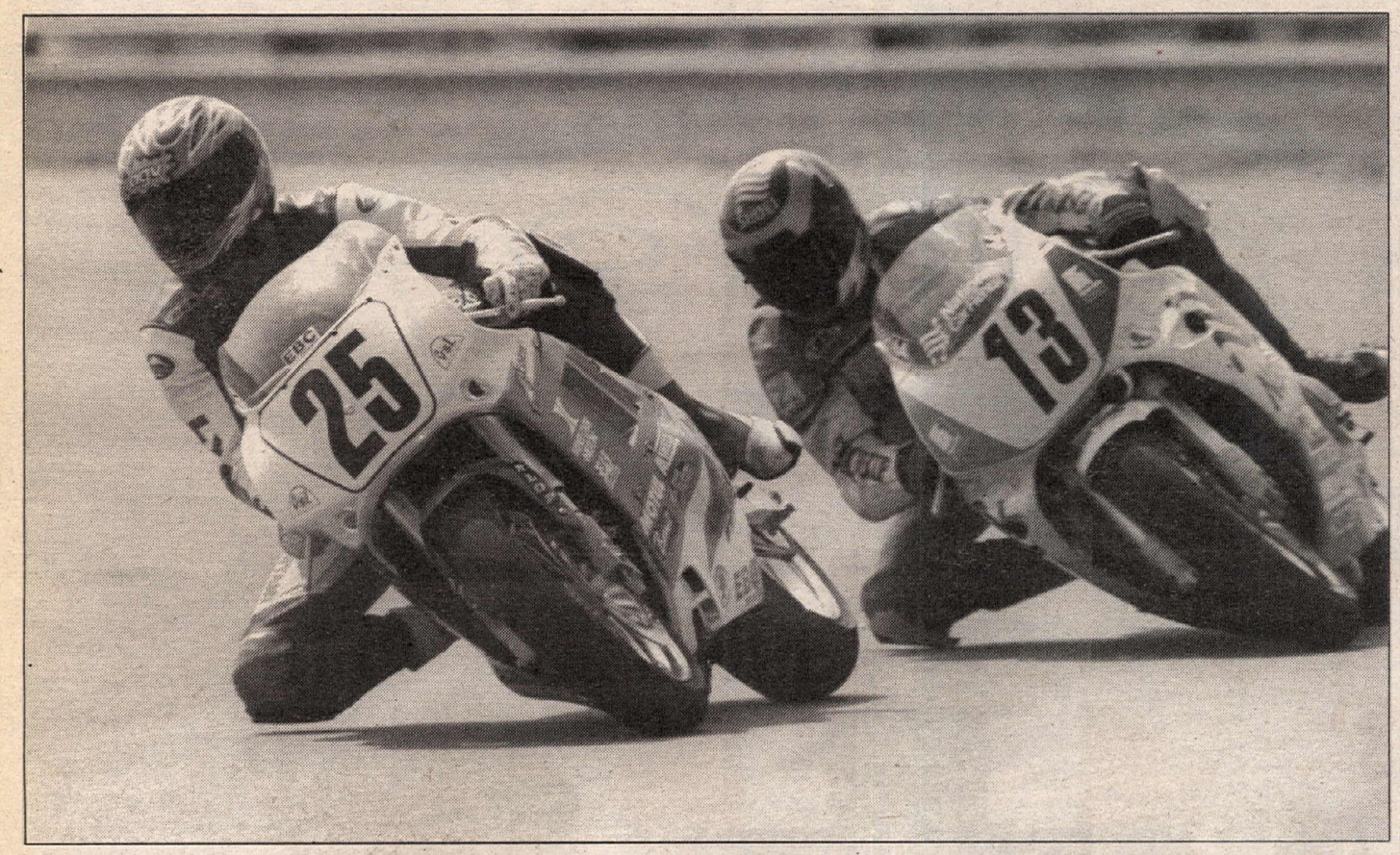
ROAD RACE AMA/CCS EBC Brakes Endurance Challenge: Round 9



Eventual winner Fastline/MCM Racing (25) leads third-placed N2Racing/National Car Rental at Texas World Speedway.

It's title time in Texas

By Henny Ray Abrams

COLLEGE STATION,TX, OCT. 10

In order to win an endurance race you first have to finish. Simple enough, it seems, but the three-hour EBC Endurance Challenge at Texas World Speedway was one of the starkest confirmations this year of that simple adage.

Gold Hill Racing was easily the fastest team on the track, lapping up to second place by the end of the second hour. But with just less than half an hour to go, Fritz Kling pulled the team's Yamaha FZR1000 behind the pit wall, the engine expiring with a broken rod.

The GTO class win went to Fastline/MCM Racing, Tommy Lynch playing iron-man, riding double duty when teammate Jeff Heino was weakened by a recurrence of the flu after his first stint. For Lynch it wasn't a problem, the Californian pulling away to win by over a lap over defending National Champions Dutchman Racing to clinch the class title.

"Toward the end I relaxed a little bit," Lynch said. "My lap times came down and we pulled it off."

"I went to bed early last night and stayed there until 11:00 this morning," Heino said. "I rode for 45 minutes and was totally drained."

Still, they scored their fifth win of the year and the number one plate for 1993.

The Dutchman team, which has been plagued by numerous problems this year and has yet to win an AMA endurance race, suffered again today. The abrasive surface and fast sweeping left-hand turns abused the tires, forcing them to make two unscheduled tire changes. Scott Zampach shared the Suzuki GSXR1100's saddle with newcomer Ray Yoder.

Third went to N2Racing/National Car Rental, with Doug Phillips and Jim Sabin splitting the riding on the team's Honda CBR900. Like Dutchman, and many other teams, they were forced to change a tire late in the race, dropping them out of the lead.

The key today was trouble-free riding and, except for Heino's illness, that was the secret for Fastline/MCM. Lynch was out first, handing off to Heino at about the 45-minute mark with the team in fourth place. Lynch took back over at about the one-hour, 20-minute mark and would ride to the end.

"I'm sick as shit," Heino said after his ride. "I've got the flu big-time. It's like the fourth day. I rode for 45 minutes and I'm totally drained. I took my helmet and leathers off and got chilled. Hopefully, Tommy can gas up and go out again."

Out he went, steadily dropping his lap times, until the race was his.

Team America recovered from lead rider Michael Barnes' second lap get-off to finish fourth, with Woody Deatherage doing most of the riding on the team's Honda CBR900.

And Keystone Racing replaced much of their Suzuki GSXR1100R on their way to fifth. The team changed the gas tank, carburetors, black box ignition, and battery. Keystone's riders in Texas were John Condron and Nigel Gale.

Only 14 teams started the race with six finishing it.

The GTO championship goes to Lynch and Heino, their 154 points unmatchable with just the season-ending Daytona Race of Champions to be run. Team America is second with 131, while Dutchman holds third with 114.

The GTU championship was also decided in the Texas heat with Moto Liberty/Nankai's Danny Walker and Doug Carmichael lapping the field on their Honda CBR600 F2. The pair led from the green light, quickly moving through the GTO field to finish an impressive fourth overall. Overpowered by the big bikes on the front straight, the duo rode like demons in the infield to move to the top of the overall standings.

"We're hoping for top three overall when we're done," Walker had said after handing the bike to Carmichael at the 1:20 mark. "We can make up a lot of time through turn one and the back esses. I was using (Team Magic's Doug) Moe as a gauge and just reeled him in. But I got stuffed by a backmarker and he pulled away from me."

Second best in GTU went to I Can Jam as regular Craig Gleason teamed with first-timer Gerald Rothman Jr., who was subbing for the injured James Leslie. The pair moved into second just before the halfway mark and held it to the end.

"This is the first time I've ever done an endurance race," Rothman Jr. said after his runner-up finish. "Jim Leslie found the other day that the screws in his hand had moved a little bit. He'd done some testing at Lime Rock and Loudon the week before. He asked me if I wanted to ride. I was pretty tired when I got off. I was beat."

American Flyers' Dr. Bob Meister and Todd Harrington finished third after having run second early in the race.

"My second shift was great. I was told I could go for it," Meister said. "Jim Rashid, from Four and Six Cycles (the bike-builders) said it was okay to rev it to the moon since we're not using the engine next week at Daytona. Even though the tire was slipping quite a bit, I was revving it to 13,500."

Fourth place went to Hornblower Racing's trio of riders - Owen Weichel, Bill Hornblower and Jon Cornwell - with fifth going to Moto Liberty II's Damon Harvey and Tatsuhiko Iino.

GTO

Scott Zampach took the first shift for Dutchman, speeding to the front, but only briefly.

Team America's Mike Barnes led the second lap before crashing near the end of it while exiting the infield. He was quickly up without losing much ground, though the bike needed some hasty repairs.

"The bike hardly even stopped," Barnes said. "It caught in the mud and lifted itself back up. I told them I needed a handlebar and peg. I did two laps, came back in for repairs, and went out. I don't think we lost that much time."

By the third lap Gold Hill's Christian Gardner was in the lead and pulling away. The shape of the race was formed early on, Gardner leading a trio for second headed by Zampach, Lynch on the Fastline/MCM bike, and N2 Racing/National Car Rental's Jim Sabin. Running alone behind the top four was Doug Moe on the Team Magic Yamaha.

Sabin moved into second on the 19th lap and at the half-hour mark it was Gardner, Sabin, Zampach, Lynch, and Moe.

The first round of pit stops and rider changes started at around the 45-minute mark. Fritz Kling replaced Gardner on the Gold Hill bike and Jeff Heino took over the Fastline/MCM seat from Lynch.

"The bike's running hotter than it ever has," Gardner said while resting after his first shift. "It's almost 30 degrees hotter. It seems to be running fine. I just look down every once in a while and it's still up there.

"Traffic's not too bad," Gardner added, even though the leaders were in traffic from the eighth lap on. "Unless it's in the heat of battle, it's not worth it."

Jan-Erik Svensson replaced Moe at the 50-minute mark, but was in a few minutes later after nearly crashing when he lost his knee-slider.

"I had one very scary moment. On the first lap I lost my knee pad. We put tape around my knee and it was too tight and I couldn't feel my foot," Svensson said. "I went up on the grass and onto the banking. I managed to get my fingers underneath the tape and rip it off."

At the one-hour mark there were only four machines on the same lap, Gold Hill leading Dutchman, N2 Racing/National Car Rental, and Fastline/MCM Racing. Svensson was three laps down in fifth, with Team America sixth and Gold Hill Racing II seventh. They would pull out shortly after the hour mark.

More motorcycles changed hands just after the one-hour mark, Mike Myers on for Jim Sabin and, a few laps later, Ray Yoder for Scott Zampach, but not before a front tire change due to a blistered tire.

"There's a big separation on the left side," Zampach said, adding that it gave no warning. "You ever ridden one of these 1100s?" he asked. "I was going 160 and, it's like I couldn't feel it if Mike Tyson punched me upside the head. I was trying to keep the load off the front tire. I was slowing it down mid-corner, standing it up on the exit. I was running 12s and 13s. I need to run 15s and 16s."

Zampach said the Texas heat was the worst he'd ever raced in. "I'm drenched. I had sweat running down the inside of my faceshield. That's never happened before," he said.

Mike Barnes pitted at the 1:20 mark and teammate Woody Deatherage began a ride to the finish. Soon after, Gardner was back on for Kling, the team well in the lead at the halfway point, only N2 Racing/National Car Rental still on the same lap.

"Everything was going smooth," Kling said. "Right now we're trying to save the tires. We saw the other guys blistered the front. I'm not braking into

the corners like I usually do. I wasn't coming out of the big sweepers and hammering it. You've got to be there at the end."

Tommy Lynch took over just before the halfway mark not knowing that he would have to finish the race due to Heino's illness.

"Hopefully Tommy can gas it up and go out again," Heino said. "I was just trying to maintain a smooth rhythm. I wasn't pushing it." Heino knew that clinching the championship would depend on where Team America finished.

Just before the two-hour mark Zampach took over for Ray Yoder Jr. The team was running with an enlarged gas tank on the Dutchman Suzuki to cut out one pit stop, but they were slowed when they had to change another front tire.

"We blistered another one," Yoder, who was riding with the team for the first time, said. "I was doing 11s and 12s. When we replaced the first one, the spare wheel had the same compound as the one we blistered. Mine had a big knot with the threads hanging off it. It was chattering badly in turn one. I could feel it in the first corner. You go in, and the next thing you know the front end is jackhammering. I toughed it out until Scott could get his leathers on. When I pulled in we were three seconds behind Fastline and catching them a second a lap."

Gold Hill's Kling was still well in the lead when he took the bike back from Gardner at the 2:14 mark.

But just over 20 minutes later he pulled into the pits, the engine expiring with a broken rod.

"It happened on the front straight," Kling said. "It didn't have as much power on top." Whether the engine failure was related to the overheating problem was immediately unknown.

N2 Racing/National Car Rental's Sabin, who'd taken over from Myers just before the two-hour mark, inherited the lead with Gold Hill's departure. But with less than 20 minutes to go, and a 30-second lead, Sabin was forced to pit when he chunked a front tire.

"When I went out, Gold Hill was out of reach. We were just trying to finish," Sabin said. "After I chunked the tire, and changed it, I wasn't sure if we were a lap up on Dutchman or not."

Fastline/MCM's Lynch had come in at the 2:19 mark to take on gas. Heino was done for the day. And as soon as Sabin pitted, Lynch was in the lead and pulling away. He would lap the field, taking both the race and the title.

Dutchman was on the same lap as N2 Racing/National Car Rental, Zampach urging the bike into second place.

"We were pushing for it," Zampach said. "We blistered two front tires and that cost us quite a bit of time. Otherwise, we might have won it."

"I haven't ridden a bike in over two months," Myers said after finishing third. "I'd chipped my elbow in practice at Indy. Now the elbow's great; the rest of me's out of sync."

Team America's Deatherage brought the damaged Honda in fourth. Aside from the damage from the crash, the left lower fairing blew off on the front straight near the start/finish line during Barnes' first stint.

"The bike just slowed down, then the fairing flew off," Barnes said.

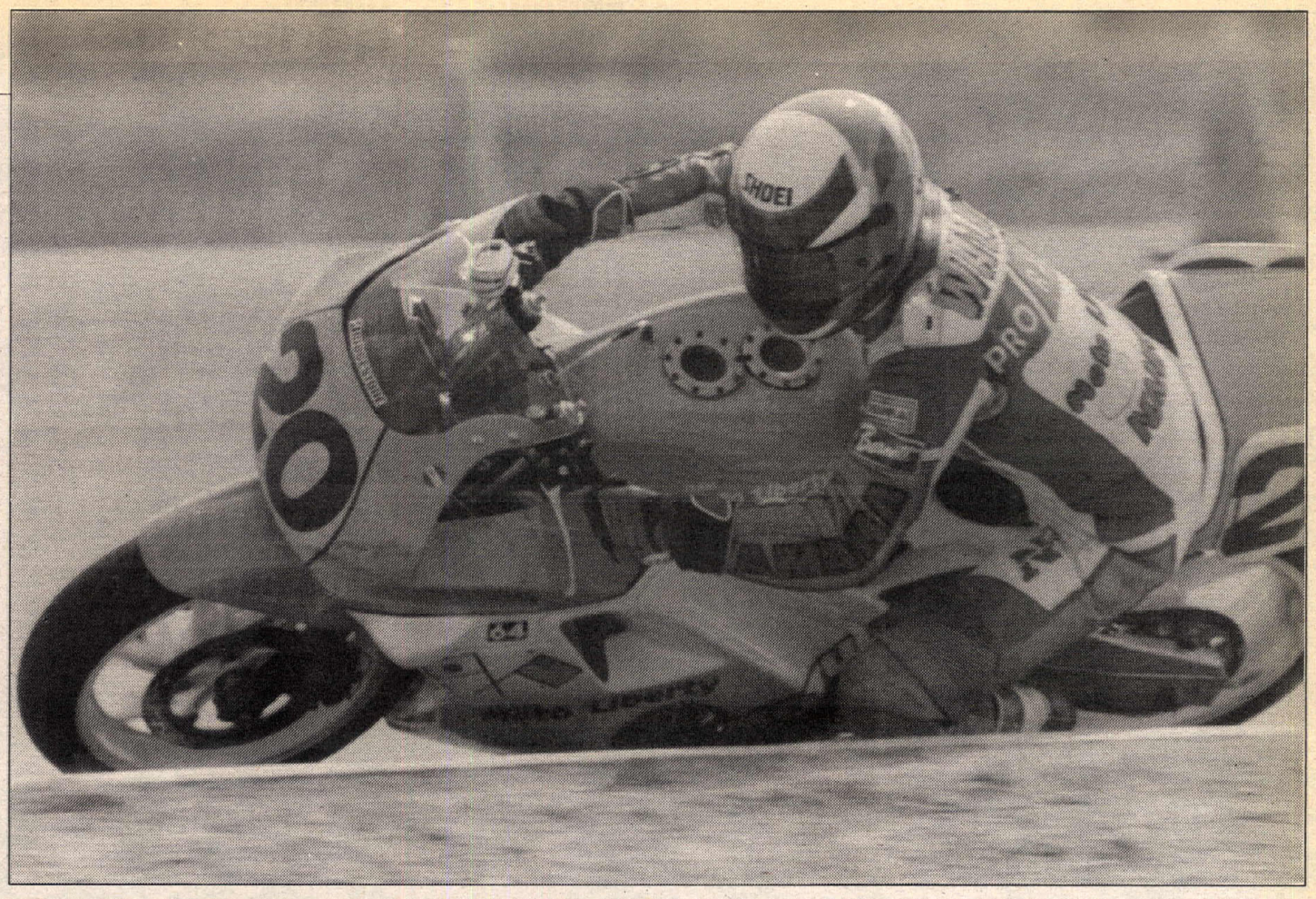
Deatherage, who'd come in for gas only with about 15 minutes to go, and rode one hour, 40 minutes, said he was exhausted toward the end of the race.

"I was really having brain fade with 20 minutes left," he said. Still, the team was 13 laps in front of fifth-placed Keystone Racing, Nigel Gale and John Condron suffering a number of mechanical problems.

"We changed the gas tank and it wasn't running right. So I came in again and we changed the battery," Condron said about his first shift. "Then Nigel rode it and we changed the carburetors and black boxes." For the first time, the team was using a 1255cc engine in the George Fitts-prepared Suzuki, but it wasn't running right and the tires weren't sticking.

"The front was pushing everywhere. I never get blisters riding this bike and I got them today. If we didn't have a problem in the beginning we could've been right up there. I cut down to 13s and 14s and the tire seemed to get worse and worse," Condron said.

Gold Hill Racing was credited with sixth place, completing 126 laps before being forced to withdraw.



Danny Walker led Moto Liberty/Nankai to the GTU class win; they also clinched the class championship in the process.

GTU

Danny Walker of Moto Liberty/Nankai said the team was shooting for a top three overall finish. And, judging from his pace in the early laps, it wasn't that far-fetched.

Walker jumped into the class lead and quickly made up the handicap of starting in a wave behind the GTO bikes. By the 10th lap he was up to sixth overall with American Flyers' Meister second with I Can Jam's Gleason third.

When the first hour elapsed, Walker was up to fifth and had better than a 27-second lead when he gave up the saddle to Carmichael near the 1:20 mark.

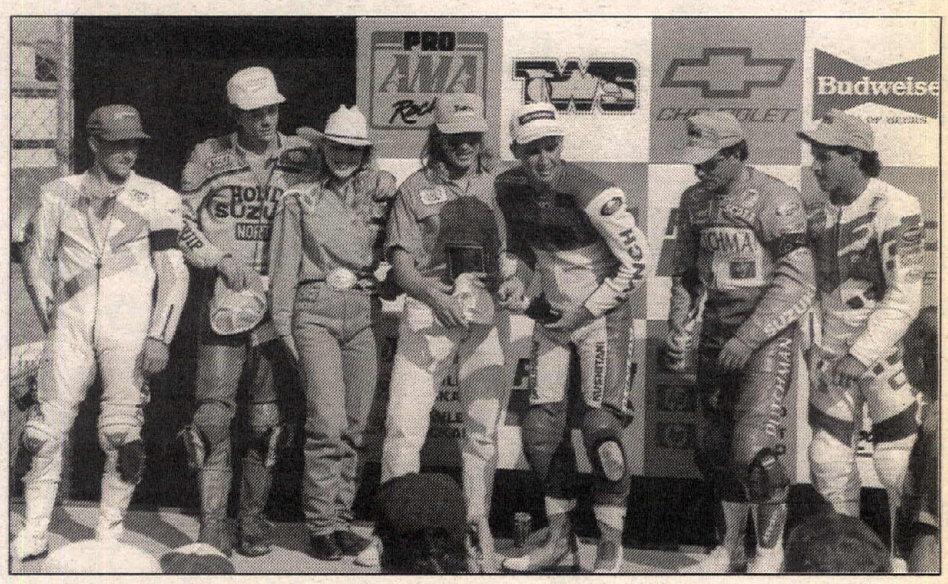
Carmichael came in with about 10 minutes to go for gas, his lead over a lap and growing. Like Fastline/MCM, the GTU front-runners won both the race and the championship, though they did it from the front.

"The last couple of races we had bad luck," Walker said. "We had to beat Hornblower for the championship and we beat them all. Doug went quicker than me. He did a 12.9 at the end. It feels good to be able to go out and dominate and that's what we did."

Between the halfway and two-hour marks, I Can Jam passed American Flyers with Harrington riding for American Flyers after Meister pitted at the 1:20 point just as he ran out of gas.

"We were way ahead of third," Meister said. "It started burbling coming into one. I just wanted to see how long I could go. Three turns from the end it quit and I coasted all the way in."

Jeff Heino (fourth from left) and his teammate Tommy Lynch (third from right) celebrate their victory with team members from Dutchman Racing and N2 Racing.



Gerald Rothman Jr. was riding in his first endurance race and he found himself in third place before having to relinquish the controls back to Craig Gleason.

"I ran the middle stint and didn't want to get too burned out. I was pretty tired when I got off," Rothman Jr. said. "We didn't do any tire changes. We started on fresh rubber and it got a little hot in the middle of the day. At the end, I was riding on used tires two hours into it. You get used to it."

Gleason was back on for the end and held their second place. Meister was back out with a little over half an hour to go, but couldn't close the gap and finished third.

Hornblower Racing ran fifth much of the race, taking over fourth from Beast Racing just before the 2:30 mark. Weichel had ridden the first shift, team owner Hornblower the second, with Cornwell finishing up. Hornblower knew that the championship was a long shot, especially after trying to keep pace today.

"Moto Liberty has got to do something foolish for us to catch them," Hornblower said. "My ride was pretty uneventful. I wasn't fast enough or strong enough to throw the bike through the esses like Walker and Carmichael. I was riding around the handling. It flops into the corner too much and wants to fall down. We need to get Jon more time with it to get it set up right." CN

Results

GTO: 1. Fastline/MCM Racing (Suz); 2. Dutchman Racing (Suz); 3. N2 Racing/National Car Rental (Hon); 4. Team America (Hon); 5. Keystone Racing (Suz); 6. Gold Hill Racing (Yam); 7. Team Blackhawk Racing (Suz); 8. Alamo City Harley-Davidson (Bue); 9. Northwest Racing (Suz); 10. Team Magic (Yam); 11. Gold Hill Racing II (Yam).
Time: 3 hours, 49 mins., 015 secs.
Distance: 145 laps, 261 miles.
Margin of victory: 1:26.714 mins.
Average speed: 87.204 mph.

GTO C'SHIP POINT STANDINGS: 1. Fastline/MCM Racing (154); 2. Team America (131); 3. Dutchman Racing (114); 4. Gold Hill Racing (85); 5. Keystone Racing (71); 6. N2 Racing (70); 7. Team Magic (61); 8. Northwest Racing (70); 9. Class Racing (56); 10. Team Yamaha Endurance (53); 11. Team OTS/Southwest Motorsports (30); 12. Northstar Racing (26); 13. Mid-Cities Motorsports (25); 14. Lucky Dog Racing (21); 15. Dutchman Racing II (20); 16. Team Blackhawk Racing (17); 17. (Tie) Gold Hill Racing II/Kawasaki Racing Team 1 (15); 19. Graphic Racing (12); 20. Kawasaki Muzzy 2 (11).

GTU: 1. Moto Liberty/Nankai (Hon); 2. I Can Jam (Hon); 3. American Flyers (Hon); 4. Hornblower Racing (Hon); 5. Moto Liberty II (Hon); 6. Team Hansen (Yam); 7. Team Tundra (Yam); 8. Team Holiday (Hon); 9. Team Velocity Racing (Yam); 10. E.L.B. Racing (Hon); 11. Island Boys Racing (Hon); 12. Team Apathy (Yam); 13. Beast Racing (Yam); 14. Three Guys Racing (Hon); 15. IRC Racing (Yam); 16. Noble Knights (Hon); 17. New Tech Racing Team (Hon).

GTU C'SHIP POINT STANDINGS: 1. Moto Liberty/Nankai (127); 2. Hornblower Racing (98); 3. American Flyers (77); 4. IRC Racing (66); 5. TBR Endurance (62); 6. (Tie) Team Holiday/Team Toomer (57); 8. (Tie) Island Boys Racing/Himmelsbach Racing/AGV Sport (49); 11. New Tech Racing (47); 12. Team Tundra (34); 13. Team Hansen (25); 14. Beast Racing (20); 15. Honda-Suzuki World Racing (19); 16. Super B Racing (18); 17. I Can Jam (17); 18. (Tie) McCall Racing/Team N.O.S. (16); 20. Team Scream (15).

KIEDROWSKI'S 500CC MX CHAMPIONSHIP LEAVES BUDDS UP THE CREEK.

OCTOBER 4, 1992. TEAM KAWASAKI'S MIKE KIEDROWSKI SLITHERED TO HIS THIRD CAREER MOTOCROSS CHAMPIONSHIP ON A RAIN-SLICKED COURSE AT MARYLAND'S BUDDS CREEK. IT WAS ONLY HIS FIRST 500CC SEASON. BUT THE "MX KIED" HUNG THE COMPETITION OUT TO DRY.

Kawasaki

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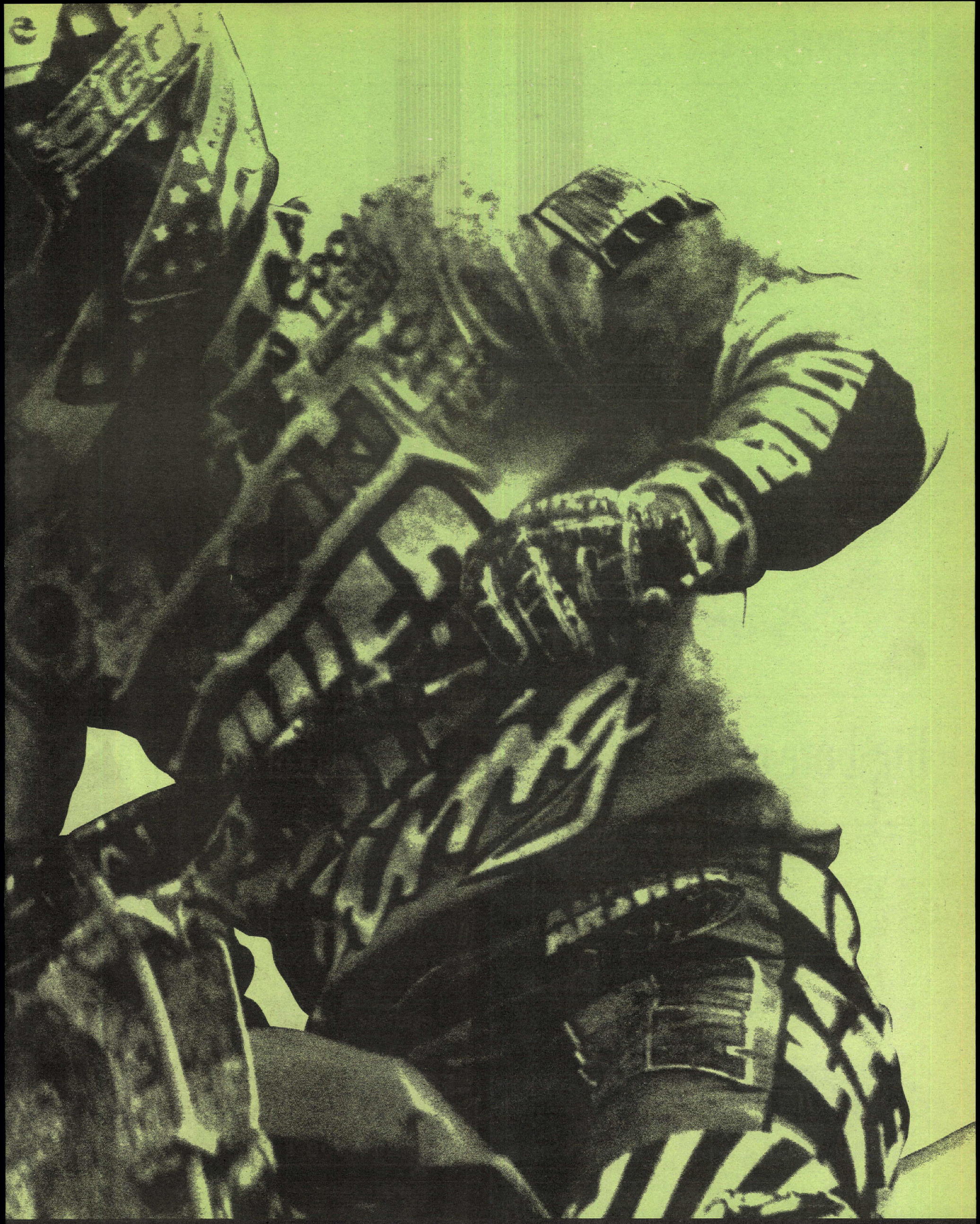
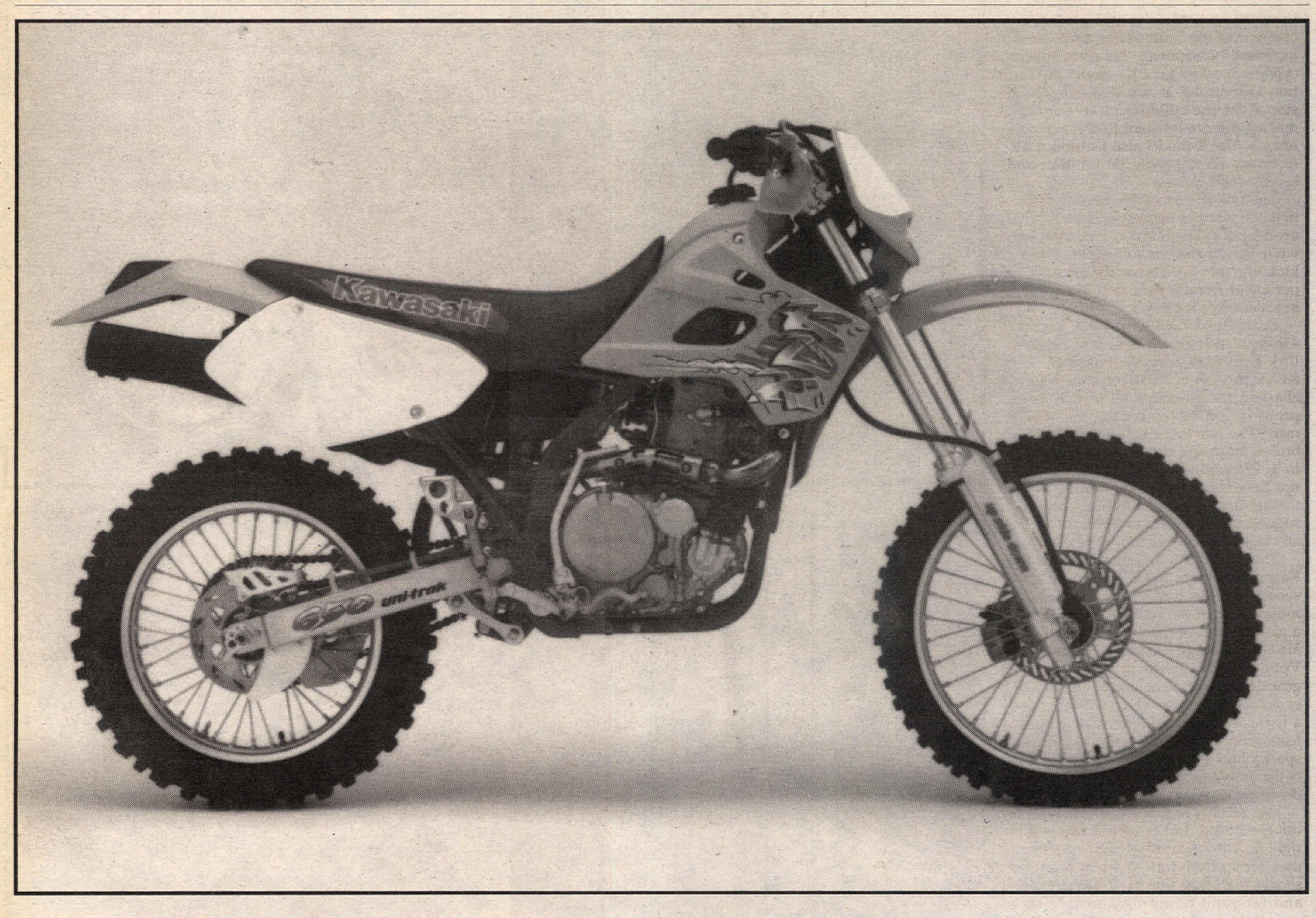




Big-bore off-road thumpers highlight '93 Kawasakis

For years Honda has had the big-bore, four-stroke on-/off-road market pretty much to themselves. Not any more. For 1993, Kawasaki plans to turn Big Red green with envy as they introduce their first entries in the category - not one, but two versions of the KLX650.

And that's not all. Joining the KLX650s as an all-new model recently introduced to dealers in San Diego, California, is the ZR1100 street bike, while the sport bike lineup of Ninjas - the ZX-6, ZX-7 and ZX-7R, and ZX-11 - all feature updates for the new year.

Let's begin with the KLX650s. Available in two models, the KLX650R, for off-road use only, and the dual sport KLX650, for both on and off-road application, are aimed directly at Honda's XR600 and XRL650. The new Kawasakis feature all-new 651cc, liquid-cooled, four-stroke singles with both powerplants featuring four valves per cylinder, a dual-stage cam chain and KACR - Kawasaki Automatic Compression Release. In addition, both models are fed via 40mm semi-flat slide CVK carburetors.

One difference between the two engines is the use of an electrofusion cylinder on the KLX650R. Designed to

The all-new KLX650R (above) and the KLX650 (left) highlight Kawasaki's 1993 new model lineup.

improve heat transfer while allowing closer engine tolerances and, thus, increased horsepower, the electrofusion cylinder is a first for a Kawasaki production four-stroke. In addition, electrofusion gives the cylinder more porosity, making it more resistent to abrasion and seizure. The R-model also features a different intake cam, digital ignition and less flywheel mass.

The on/off-road version also differs in that it features an electric starter, powered by a maintenance-free battery, while the off-road-only model features a kick starter. Both powerplants sit in perimeter frames, similar to those used in Kawasaki's KX motocross line.

Both the KLXR and KLX feature 43mm upside-down fork and bottom-link Uni-Trak rear suspension. The KLXR, however, utilizes a nitrogen-charged rear shock with 16-way compression and rebound damping adjustment. The pair come equipped with disc brakes, front and rear. The KLXR weighs in at 276 pounds (dry) while, the KLX tips the scale at 337 pounds (dry).

The lime green KLX650R carries a suggested retail price of $4499 while the all-black KLX650 will sell for $4699.

The third all-new motorcycle in the Kawasaki line is the ZR1100, a sort of second-generation Z-1 - Kawasaki's muscle bike of the 70s. The ZR1100 uses a new version of the 1062cc four-stroke, air-cooled engine used in the ZG1200 Voyager. The powerplant features a gear-driven engine balancer, an oil cooler, an automatic cam chain tensioner and a five-speed transmission. One modern feature on this classic design is the dual spark plugs in each cylinder, providing better flame propagation with less tendency to detonate.

The ZR1100 engine sits in a one-piece double-cradle frame, with a removable right downtube for easy engine access. It uses 43mm front fork and rear reservoir shocks featuring four-way compression and rebound damping and five-way spring pre-load adjustment. The ZR1100 uses dual disc front and a single rear disc rear brake. The ZR1100 carries a suggested retail price of $6999.

Kawasaki is claiming that their new and improved Ninja ZX-6 will prove to be a Honda CBR600 beater. The ZX-6 features a refined engine with lightened valves, exhaust tappets, pistons, rods and crankshaft; less flywheel mass; a reduction in the size of the crank pin diameter (from 33mm to 30mm); shorter cylinder skirts; a higher compression. The wheelbase on the new ZX-6 is also slightly shorter than on the previous model, and it features an an aluminum swingarm and aluminum perimeter frame. In addition, the body work has been changed, the riding position altered and it now utilizes twin ram induction to increase volumetric efficiency. The ZX-6 will sell for a suggested retail price of $6199, while the 600R holds a suggested retail price of $4899.

The big change to the ZX-7 line comes mainly from the standard ZX-7. It now features the double ram induction, an upped compression ratio, a new frame and swingarm (a different construction, but the same geometry), and revised front forks (smaller diameter).

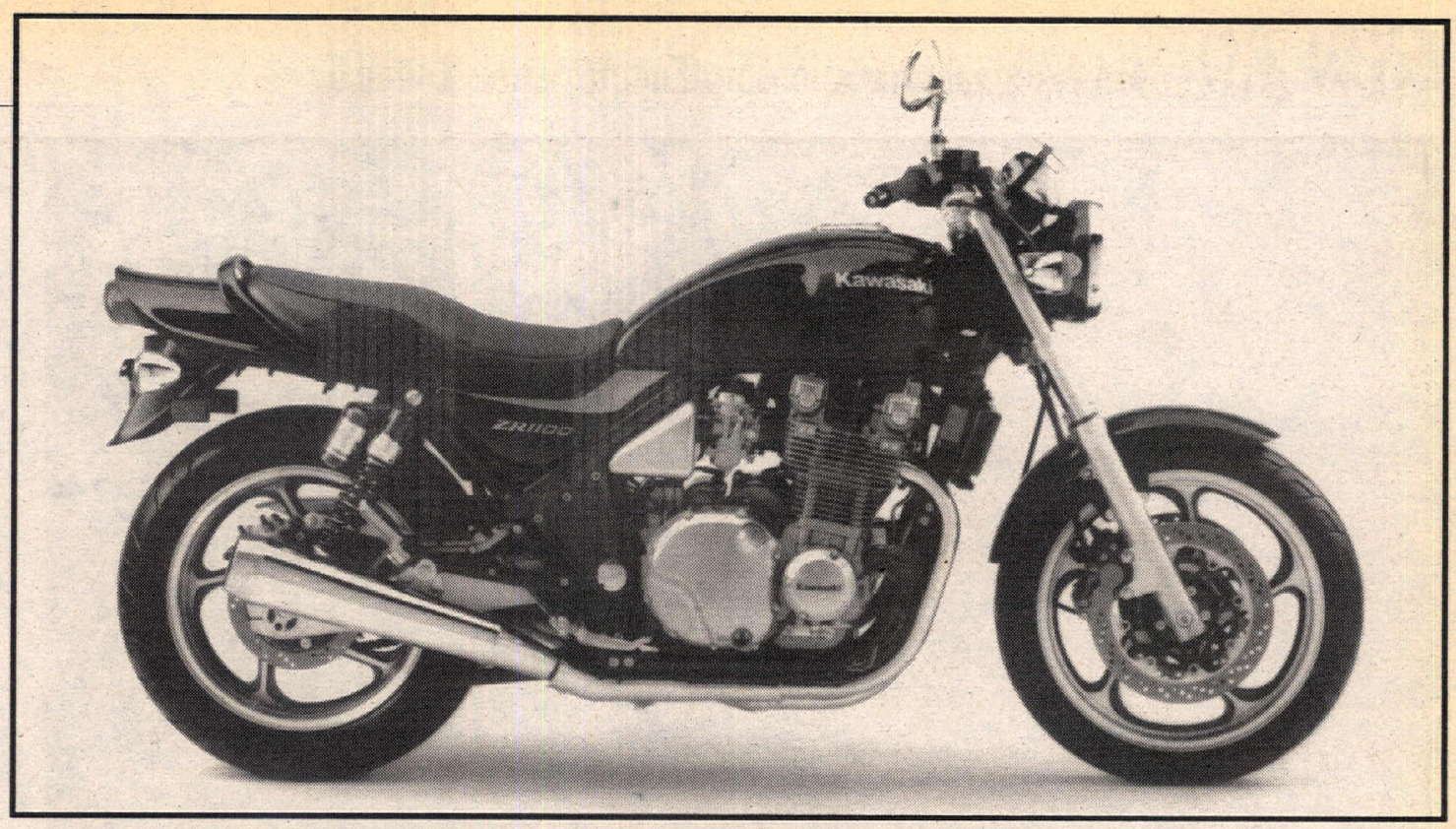
According to a company spokesman, the ZX-7's front and rear suspension have been tuned more for street riding than in past years. The bike also features new body work, which like that on the ZX-6 , was designed to lower the co-efficient of drag. The race-ready ZX-7R, meanwhile, hasn't changed much. Changes have been done to the fairing, frame and swingarm, but the suspension is unchanged. The ZX-7R has a suggested retail price of $9799 and the ZX-7 sells for $7399.

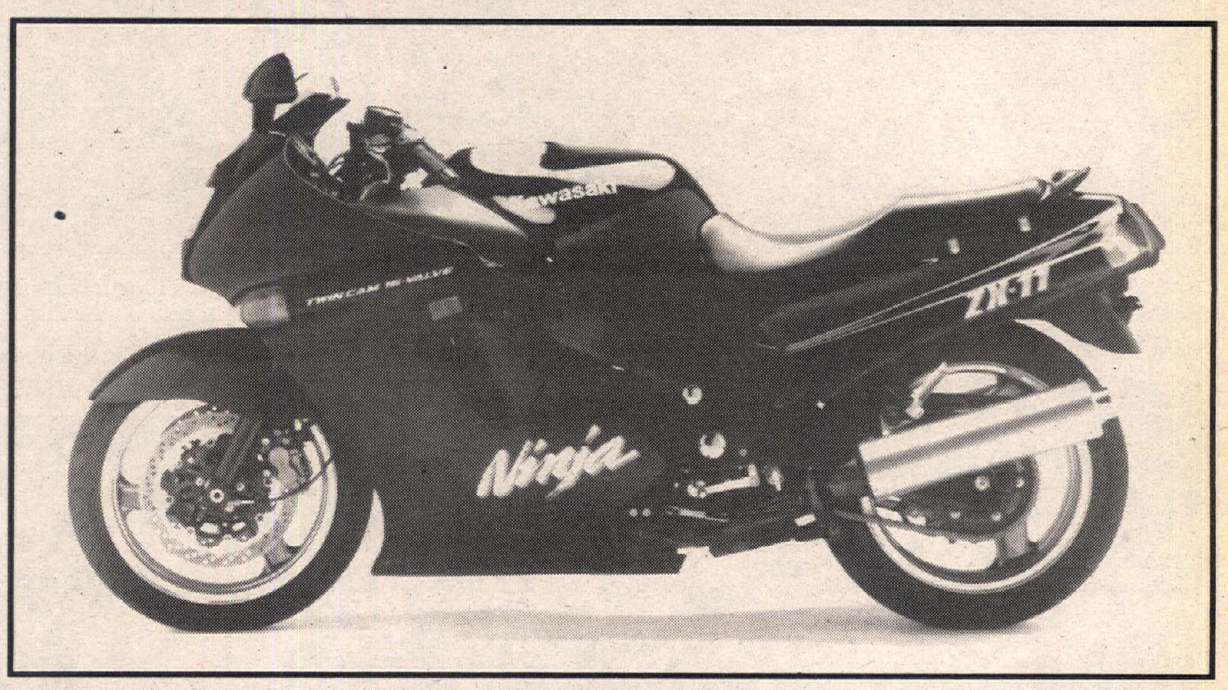
The changes to the ZX-11, meanwhile, include an all-new hollow cast and extruded aluminum swingarm, a new sleeker fairing, longer wheelbase, more rake, the dual air induction system and larger exhaust silencers. The ZX-11 will sell for $8799.

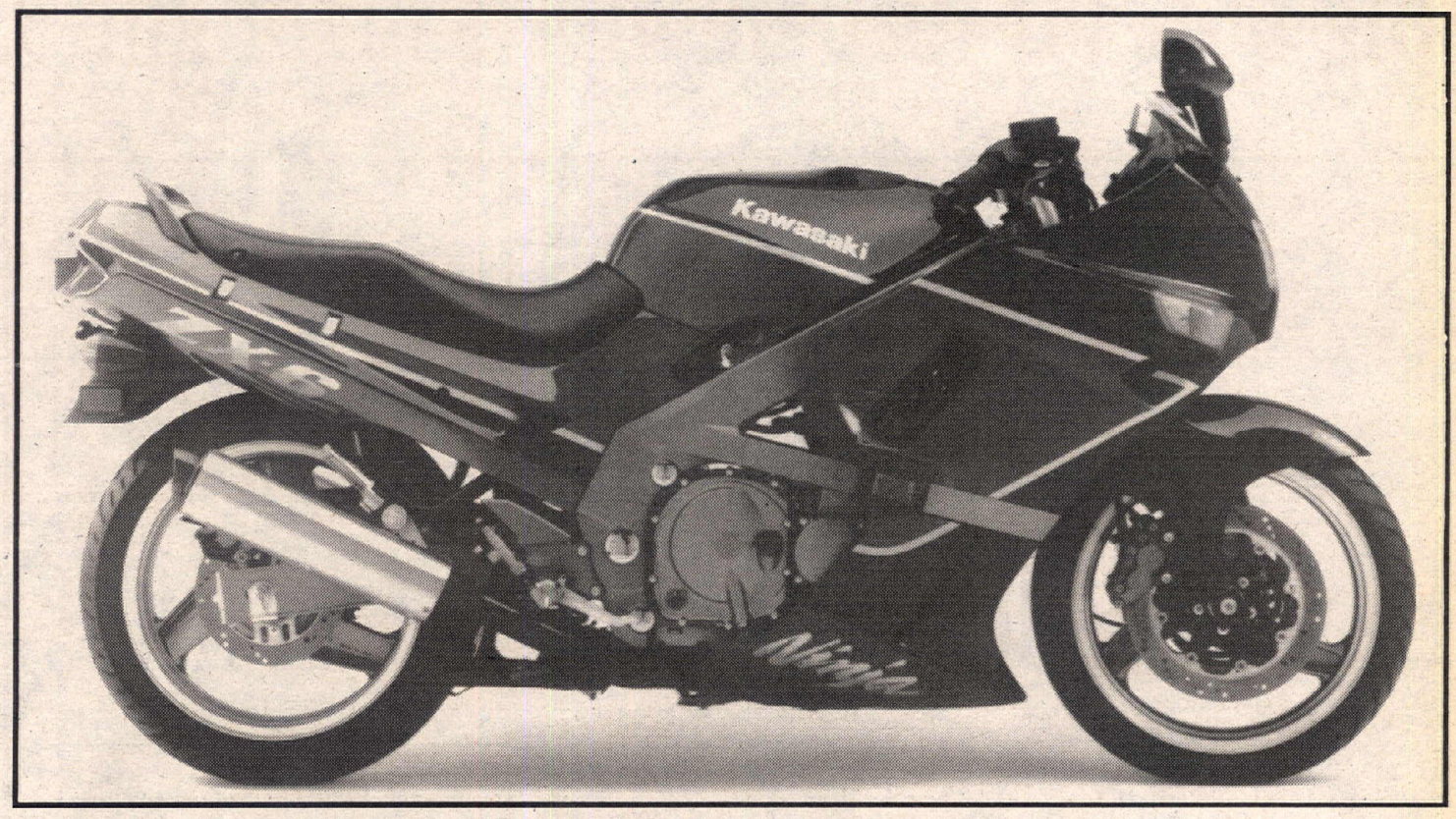
The rest of the street bike lineup includes the Ninja 250R ($3099), Vulcan 500 ($3999), EX500 ($3699), Ninja 600R ($4899), Vulcan ($5099), Concours ($7399), Voyager XII ($9599), and Vulcan 88 ($6999).

Other on-/off-road bikes from Kawasaki include the KE100 ($1549), KLR250 ($3149), and the KLR650 ($3899). There are also two KDXs, the 200 ($3249) and the 250 ($4099) to accompany the KX motocross line already featured in a previous issue of *Cycle News*.

No doubt the biggest round of applause at the new model introduction during the recent Kawasaki dealer show in San Diego went to two new TV commercials and several print media advertisements that will appear on the tube and in publications in the near future. Gone is the "Let the good times roll" theme, replaced by spectacular special effects shots and a one-word message, "Kawabunga!" CN

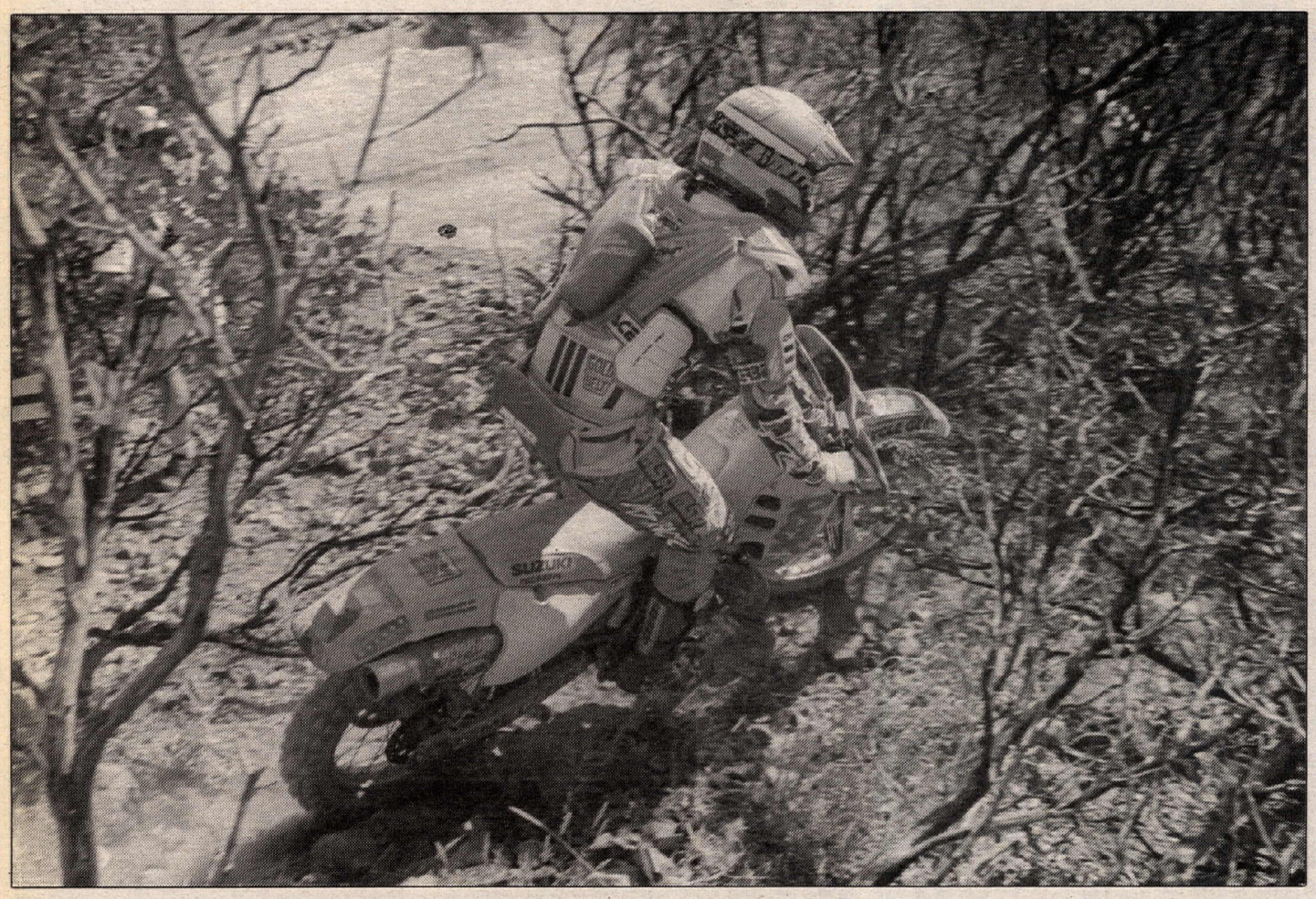






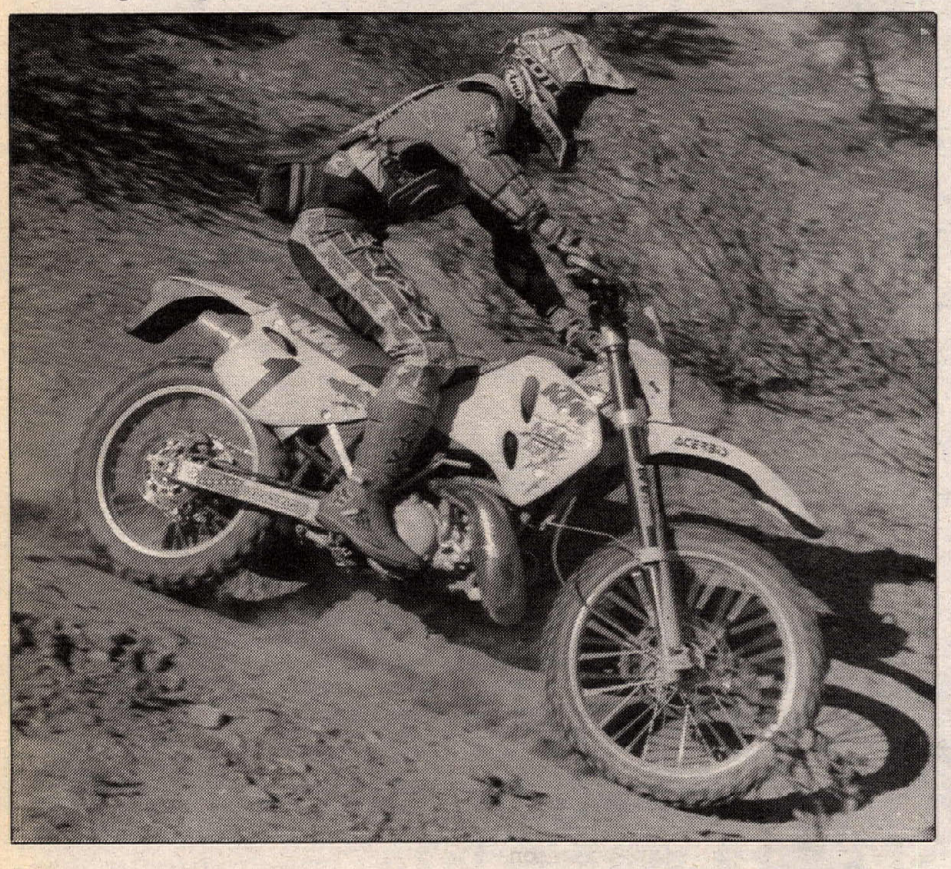
(Above) The ZR1100 is Kawasaki's only all-new street bike for 1993. (Right) The ZX-11, though, and the ZX-6 (below) have been updated for 1993.

ENDURO AMA National Championship Enduro Series: Round 6



Randy Hawkins scored his fourth win of the season, moving one step closer to clinching his fourth National Championship.

Defending champ Jeff Russell burned a check and settled for a third-overall finish.



Local rider Glen Martinson rode to the Four-Stroke A win and seventh overall.

Hawkins adds Buckhorn to win list

By Chris Jonnum

REDDING, CA, OCT. 11

While most of the National Championship Enduro circuit regulars shudder at the thought of leaving their more familiar eastern mud bogs and tight tree-lined trails for the usually dusty and jersey-ripping manzanita-lined trails of California, three-time National Champion Randy Hawkins could care less. Instead, he just keeps on winning — dust, mud, rocks, or roots — nothing seems to faze the 26-year-old veteran competitor. The rider from Traveler's Rest, South Carolinia, proved this once again by scoring his fourth National win of the season, his third in California, at the Buckhorn National Enduro.

Hawkins scored a narrow three-point victory over KTM's Kelby Pepper after riding through 10 checkpoints that were scattered over three loops, totaling approximately 105 miles worth of trail. Finishing third was the defending champ Jeff Russell, who matched KTM teammate Pepper's six-point score, but was edged out at the tie-breakers by three seconds. Hawkins' teammate Steve Hatch and 1987 champ Kevin Hines rounded out the top five.

After last year's Buckhorn National which unfortunately featured bone-dry conditions and the worst dust that most of the competitors had ever encountered, the Redding Dirt Riders decided to move this year's location from the Buckhorn Reservoir to the Chappie Shasta Dam OHV Park. Many of the trails were borrowed from the Shasta Dam Grand Prix, an annual stop on the National Hare Scrambles circuit. While dust was still somewhat of a problem, everyone agreed that the conditions were far better than last year's event.

"There's a lot more rock in the soil than at Buckhorn Reservoir," said club enduro steward Craig Fator. "There'll still be dust, but it won't be as bad as last year."

While the competitors were happy to escape the dust of Buckhorn Reservoir, many AA and A class riders longed for the technical trails that the old location had provided. Most of this year's trail was easier than in typical Nationals, and several riders zeroed the first two loops.

The Yoko/Interlink/Sprocket Specialists/Sport Tracks/Fator's Suzuki-sponsored Buckhorn National ended a five-month summer break in the series — the previous round was held in Ohio back in early May. Just three rounds remain, and the easy-going Hawkins is well on his way to reclaiming the enduro crown, which was taken from him last year by Russell.

Russell added another chapter to what has thus far been a disappointing season, as he experienced time-keeping woes and burned the first check, eventually finishing third to Hawkins and Pepper. Russell has failed to win a single National so far this year, and is fast running out of time to retain his title.

The riders began leaving the starting line in groups of four at 7:30 a.m., and immediately hit an easy check at 4.3 miles, where they first encountered what would be a recurring problem throughout the enduro. The club was using official District 36 clocks, which showed both key time and flip-card time. Unfortunately, the flip cards for all of the checks had been set one minute ahead of key time, so riders who zeroed the checks had scores that showed them as being a minute late. Some riders, however, actually burned the first check, and their scores showed them as being on time.

"I came around the corner and saw the check, and I thought I was a little bit hot," said Russell, who was riding on minute 22. "But the guy held up the clock, and it said 22, so I didn't know what to do. You don't have too much time to decide so I went in, and it turned out that it was a minute off."

Pepper and Husqvarna four-stroke-mounted Hines were other riders to burn the check, getting their day off to a bad start.

Two more checks awaited the riders on the loop, and both checks were also a minute off. After the first check, though, most had figured out the clock problems and zeroed the remaining checks on the loop. Hines and Husqvarna-mounted Dan Neilson were the only top riders to drop points, as both were a minute late at check number two.

"No problems so far," said the Acerbis/American Suzuki/Answer Pro Taper/Bieffe/Cobra/CTi/EBC/Factory Connection/ICO/Metezler/MS/Pro Circuit/RK/Sprocket Specialists/Uni Filter-backed Hawkins after the loop. "The bike's working okay and everything; I'm just waiting for the hard stuff to start."

"It's fun, but a little easy so far," echoed Hawkins' teammate Steve Hatch. "Once in a while we'd pick up the pace a little bit, but then it would open back up."

Hines was a little less patient. "It was boring! Someone should go knock

Kevin Hines tied with Steve Hatch, but lost on the tie-breakers and placed fifth overall.

Kelby Pepper overcame a burned check to nab the runner-up position. The finish moved Pepper into second place in the series point standings behind Randy Hawkins.

some rocks out into the trail so we'll have something to do. I burned the first check, but there's no way they can count that since the cards were a minute off. Then I started riding 30 seconds into my minute, 'cause I was waiting for them to have an emergency check-in to a test, and I figured the whole enduro could come down to that."

The second loop provided four more checks, but again, most of the aces zeroed the loop. The last check of the loop was the first tie-breaker in the enduro. Suzuki-mounted local rider Jon King hit the tie-breaker on 30, and had a perfect score going at the completion of two loops. "It's like a family enduro," said King referring to the easy trail.

Russell also hit the emergency check 30 seconds into his minute, but he did not complete the loop without problems. "I came into one of the checks, and they had a white T-shirt thrown in a bush, trying to make you think it was just an observation check (white flags are used to identify oberservation checks)," said Russell. "They wrote my score on my card, but I still thought it might be an observation check, 'cause sometimes they'll try to fool you (like they do) back East. I didn't know if we had free territory (the three miles after the check) or not."

Hawkins was riding on top of his minute and was only able to scrub off 21 seconds at the tie-breaker, nine seconds off of a perfect score.

With one loop remaining, King's perfect score had him in the lead, but the "real" enduro still hadn't started. The third and final loop was only a little over 25 miles long, but it was where the outcome would be decided.

After three miles down a dirt road at 20 mph, the speed jumped up to 24 as the riders entered a tight manzanita-lined special test that was over 13 miles long. Two miles before the end of the test, the average jumped up to 30 mph. The check-in to the test was a tie-breaker that was preceded by a short section of virgin trail, and no one was able to zero it. King's lead was erased when he hit the check-in two minutes late. Hatch dropped two, and Hines came within two seconds of dropping two points as well. Hawkins had the best score at the check, hitting it one minute and 41 seconds late, and taking over the lead.

"This is the kind of stuff that Randy just rages in," said Team Suzuki's Dave Bertram, who was sitting out the event with a broken wrist that he sustained at the Australian ISDE. "Branches are grabbing at your body, and you always want to be in a line where you aren't. It's really hard to get a rhythm going, but Randy doesn't need a rhythm; he just heats his rear brake up to about a million degrees and flies."

Hawkins dropped one point at a check that was located about seven miles into the test, as did Russell, Pepper and Hines. Hatch and King each dropped two points.

Hawkins poured on the gas from that point on, and turned in the best score at the check-out. Hawkins was only one minute late to the check, bringing his total score to three points. Russell, Pepper and Hines each dropped two points at the check, while Hatch dropped three, and most of the other riders dropped even more.

After the check-out, the riders cruised into the finish, but until a decision was made on how to score the event, no one knew who had won. Several different ideas came up as to what should be done about the problem with the clocks, among them throwing out the first check and throwing out the first loop.

As Russell had burned the first check and dropped one more point than Hawkins at the last check, his most profitable option would have been to have the entire enduro thrown out. The idea was actually discussed by riders and officials, but Russell wasn't in favor. "It would be a shame to have everyone drive all the way out here for nothing," said Russell. "It was a pretty poor excuse for a National, though. It seems like something always happens in California."

"I just think we should do what the rule book says," said Hines. "It says if a clock is more than 10 seconds off, the check is thrown out, and all the checks were more than 10 seconds off."

Fator, the club's enduro steward, explained the situation. "We used District 36's check clocks, the same ones that we always do. We've never had a problem in the past, and we put all the right information into them today. They (District 36) just added a new feature where the clocks are all calibrated together, and all I can figure is that something happened when they did that."

"I think the club did a pretty good job," said Pepper. "Maybe they should throw out the first check, but after that, everyone knew about the problem. The speed averages could have been a little higher on the first two loops, but they did a good job of using what terrain they had."

If it'd been wet, we would've zeroed it (the entire course)," said Hawkins.

When officials tallied the results, they realized that the top positions would remain the same whether or not the first check and/or loop were thrown out, and the decision was made to leave the scores unaltered. Hawkins' three points were good enough for the overall. Pepper and Russell both had scores of six, but the nod went to Pepper, whose tie-breaker points were three seconds better than Russell's. Pepper's runner-up finish moved him past Russell in the series point standings, and he now trails Hawkins by 25 points, 145-120. Russell is three points back with 117.

Hatch and Hines were one minute off Russell's pace with seven points each, with Hatch coming out ahead on the tie-breakers for fourth overall. Neilson notched sixth overall, one position ahead of local rider Glen Martinson, who was breaking trail on minute one and turned in a very creditable ride aboard a Suzuki DR350 four-stroke.

"We were sitting at one reset that was right by the river," said Martinson "The sun was blazing down on us and we were all hot and sweaty. I kept looking over at that river and I just wanted to go and jump in."

After the enduro, Martinson got his reward for a great ride when he took a long-awaited dip in the river.

King finished in eighth overall, and Dave Wood and John Chandler rounded out the top 10.

Mark Twiggs, the winner of the 250cc B class, topped all of the B class riders with a score of 18 points, besting Matthew Wallace by one minute. Vet rider Paul Smith completed the first two loops with a score of eight points, the best time in the C ranks. CN

Results

O/A: 1. Randy Hawkins (Suz); 2. Kelby Pepper (KTM); 3. Jeff Russell (KTM); 4. Steve Hatch (Suz); 5. Kevin Hines (Hus); 6. Dan Neilson (Hus); 7. Glen Martinson (Suz); 8. Jon King (Suz); 9. Dave Wood (Kaw); 10. John Chandler (Hon).

AA: 1. Randy Hawkins (Suz); 2. Kelby Pepper (KTM); 3. Jeff Russell (KTM); 4. Kevin Hines (Hus); 5. Steve Hatch (Suz).

A 200: 1. Scott Welsh (KTM); 2. David Booth (Suz).

A 250: 1. Dan Neilson (Hus); 2. Jon King (Suz); 3. Dave Wood (Kaw); 4. John Chandler (Hon); 5. David Froman (Kaw).

A OPEN: 1. Dan Sell (KTM); 2. Ronald White (Hon); 3. Rod Thurley (Hus); 4. Troy Turpin (Hus); 5. Larry Gorman (Hon).

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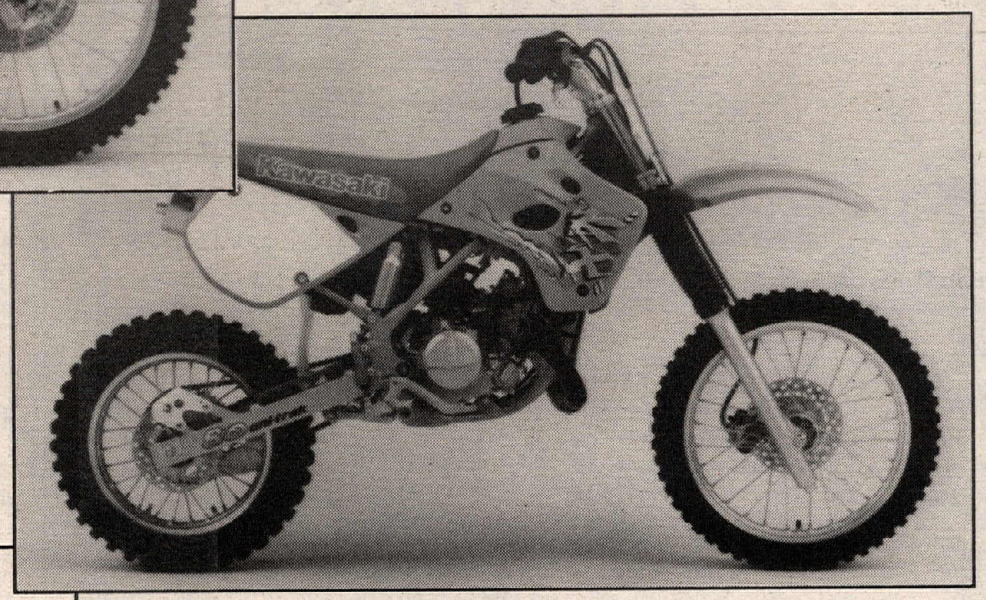
See the 1993 Kawasakis At

1993 KAWASAKI KX125-J2

The 1993 KX125 features a lighter frame for greater agility coupled with engine enhancements offering better performance all across the rev range.

Improved throttle response, reduced flywheel effect, and better detonation control result from a combination of changes in carburetion, engine components, engine ports, and the combustion chamber.

The KX125's hydraulic front disc brake offers improved feel due to a revised front master cylinder lever ratio.

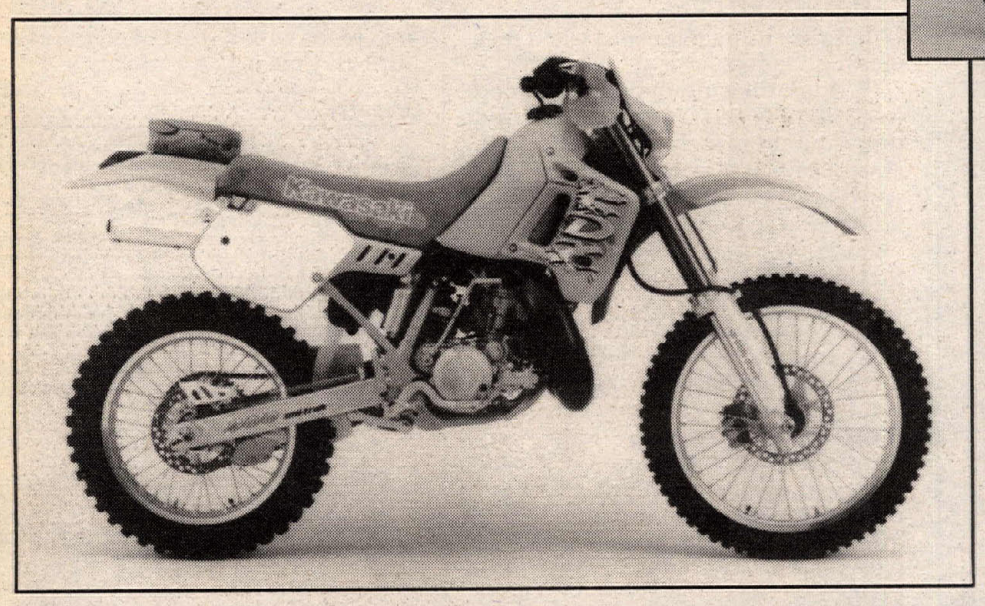


1993 KAWASAKI KX80-R3

New graphics decorate the 1993 KX80.

The standard version KX80-R3 features a slightly stiffer front fork, while the "big wheel" KX80-T3, with its upside down 36 millimeter fork, has minor changes in the return springs to reduce initial harshness.

Equipped with an 82 cc two-stroke single-cylinder liquid cooled engine and digital ignition, the KX80 delivers the performance to run hard and win motos.



1993 KAWASAKI KDX200-E5

The 1992 Kawasaki KDX200 qualifies as the ideal enduro bike, fully outfitted for trail riding. Hand covers, odometer-tripmeter, and low-expansion brake lines are among the full complement of rugged components. Off-road lighting is standard. The KDX200 features an engine guard, quick change rear wheel, tool bag, and separate clutch cover for easy servicing.

The only change for 1993 is to give the KDX200 a 41 millimeter inverted cartridge front fork, strengthening this machine's rough-trail handling prowess.

The exhaust system features a U.S. Forestry Service approved spark arrestor and silencer.

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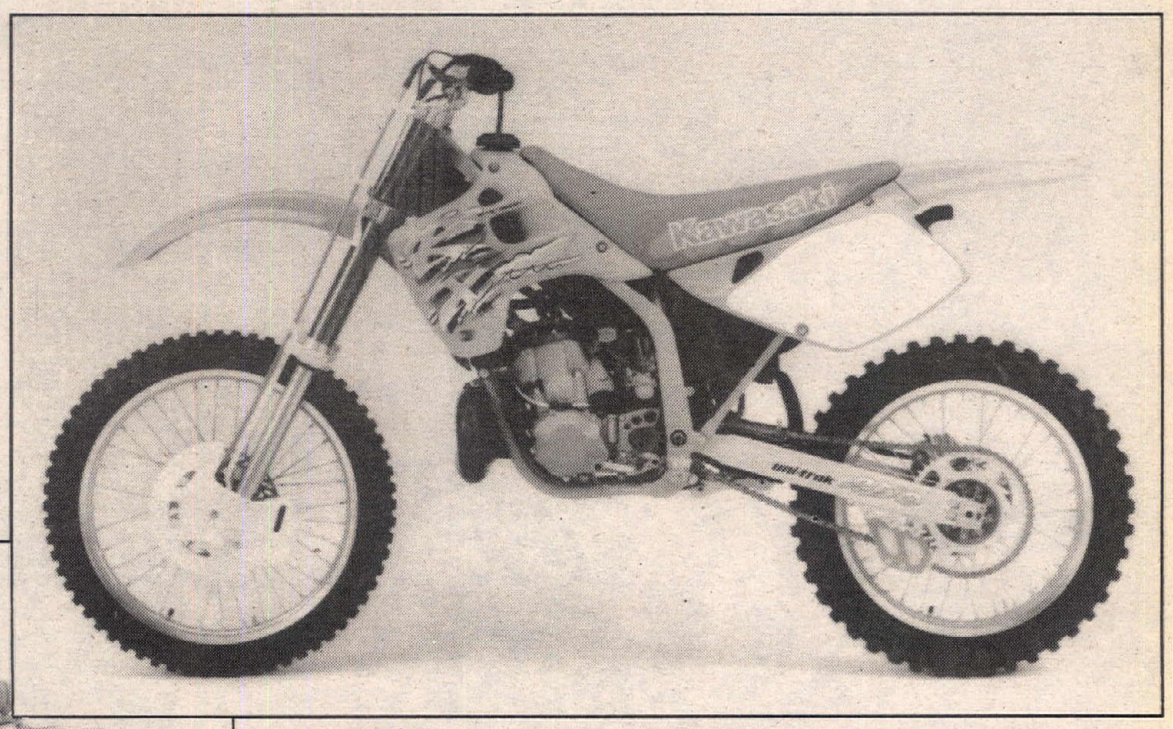
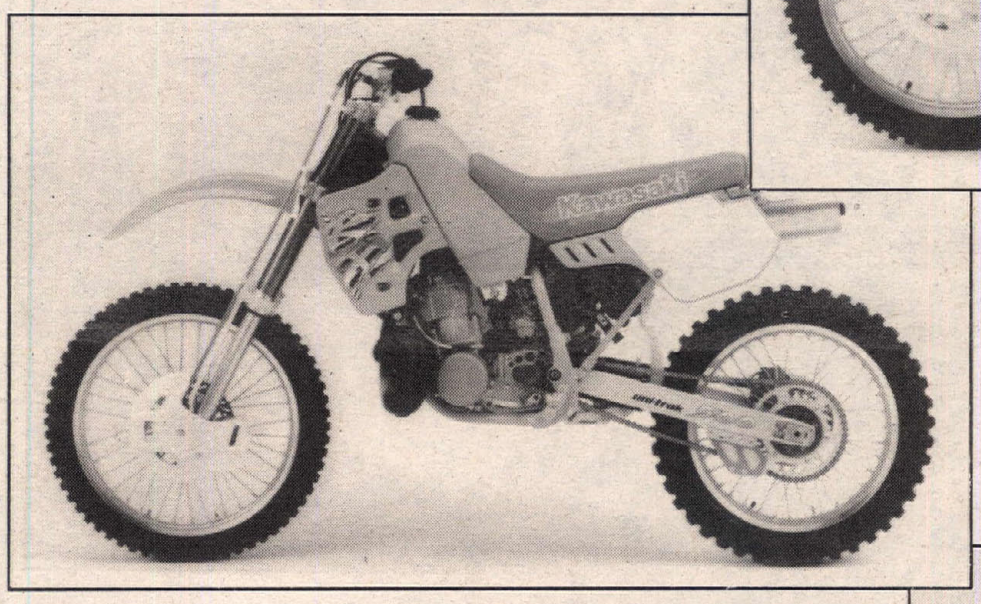
1993 KAWASAKI KX250-J2

The 1993 Kawasaki KX250 adopts the weight-reduction techniques of the KX125, making the frame lighter yet equally rigid for improved handling.

Engine and carburetion changes enhance power across the rev range. Among the most notable changes, the KX250 adopts the guillotine-type KIPS valve, providing more accurate port control and better performance all around.

Engine compression ratios are slightly reduced, while a combustion chamber redesign aids detonation control. Reduced flywheel effect allows quicker acceleration.



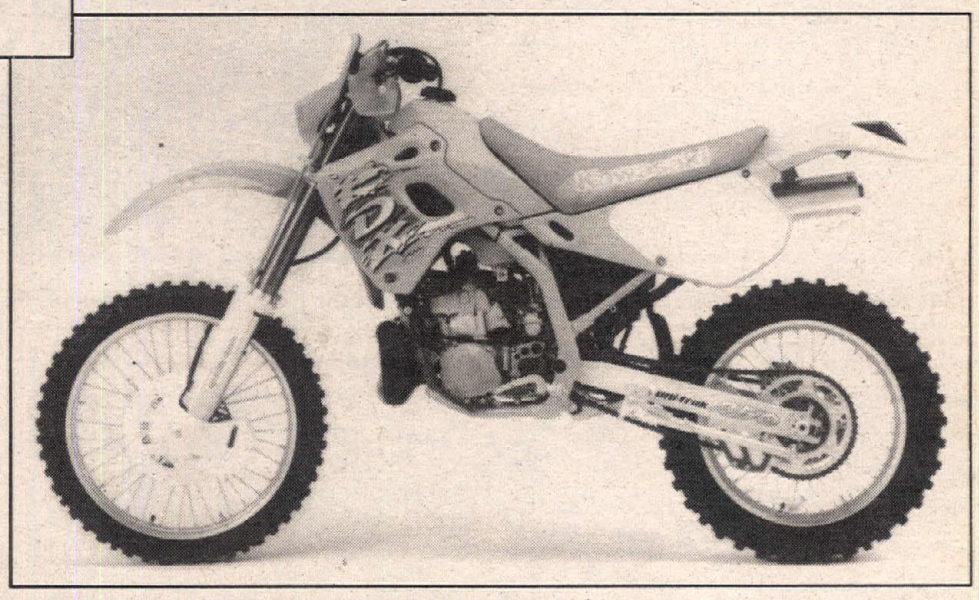


1993 KAWASAKI KX500-E5

If you look carefully, you'll notice a narrower front fender on the 1993 Kawasaki KX500-E5, an aid to weight reduction.

The KX500 gets a semi-floating front disc brake along with new graphics. For the most part, though, it's a proven performer needing few changes.

The powerful liquid-cooled 499cc two-stroke engine is equipped with the Kawasaki Integrated Powervalve System (KIPS) and capacitor discharge ignition with electronic timing advance. A semi-double cradle, high-tensile steel frame provides strength and agility.



1993 KAWASAKI KDX250-D3

The KDX250-D3 is built around a tubular steel perimeter frame, providing superior torsional rigidity and improved mass centralization for a lower center of gravity.

UNI-TRAK ® rear suspension provides high compliance on small bumps and increasingly stiffer resistance to larger impacts to avoid bottoming. Hollow front and rear axles lessen unsprung weight, and the aluminum rims have straight-pull spokes.

The 249cc two-stroke single cylinder engine is derived from the KX250 motor, with reduced compression ratio for a wider powerband. The KDX250's exhaust system includes an aluminum silencer and U.S.F.S. approved spark arrestor.

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MOTOCROSS Kawasaki Race of Champions

Robbie Reynard (671) passed Jeff Ward in the first moto of the 125cc Pro class. Reynard finished third overall in the class, but was the winner in the 250cc Pro division.

Newly-crowned 500cc National champ Mike Kiedrowski topped the 500cc Pro class.

Young and old converge at Raceway Park

By Paula Brown
Photos by Rene Kotopoulis

ENGLISHTOWN, NJ, OCT. 10-11

The 16th Annual Kawasaki Race of Champions provided a little something for everyone, but green-bike fans came away the most satisfied of all. Veteran motocross enthusiasts got the chance to see Jeff Ward say goodbye after a 15-year association with Kawasaki, while the younger set cheered on up-and-coming Team Green riders Robbie Reynard and Tim Ferry, who topped the 250 and 125cc divisions, respectively. For those somewhere in between, Kawasaki's new 500cc National MX Champion, Mike Kiedrowski, won the 500cc Pro class.

Ward chose the Kawasaki-sponsored, Jay Irwin and Ken Landerman-promoted event as his final race in the U.S., and much of the talk in the pits centered around the veteran's retirement. Kids 20 years Ward's junior clammered for his autograph, and the Raceway Park staff presented him with a special award. Ward competed in both the 125 and the 500cc classes, encountering some stiff competition from Kiedrowski in the 500cc division.

For the first five laps of moto one, Ward and Kiedrowski fought over the lead, but Kiedrowski pulled away for the second half of the race. Kiedrowski went on to score the moto win, and was in perfect position going into the second round.

Much to the delight of the crowd, the second moto holeshot went to Ward, who managed to hold on to the lead for the first two laps. But Kiedrowski took advantage of a bobble by Ward and a good line to sneak into the lead on the third lap and throttle away. Kiedrowski was untouchable, and rode ahead to the moto and overall wins. Ward successfully defended his

number-two spot to the finish for second overall, and was cheered throughout the final laps by the hundreds of spectators on hand.

Ward's main competition in the 125cc class were his young teammates Ferry, Ryan Hughes and Reynard. At the beginning of moto one it looked like Ward had a chance at the win, though he was unaccustomed to the small bike. Ward led the pack through turn one, but Ferry wasn't far behind. Back in third and fourth were Hughes and Reynard, and Ferry overtook Ward for the lead. Hughes went down while battling with Reynard, and lost several positions as a result. Reynard passed Ward for second, and quickly set out after the leading Ferry. At the finish, Reynard pulled up alongside Ferry, and the two crossed the line side by side, with Ferry just eking out the moto win. Hughes recovered to finish third, while Ward had his hands full with local rider Barry Carsten. Carsten eventually made the pass to finish fourth in the moto.

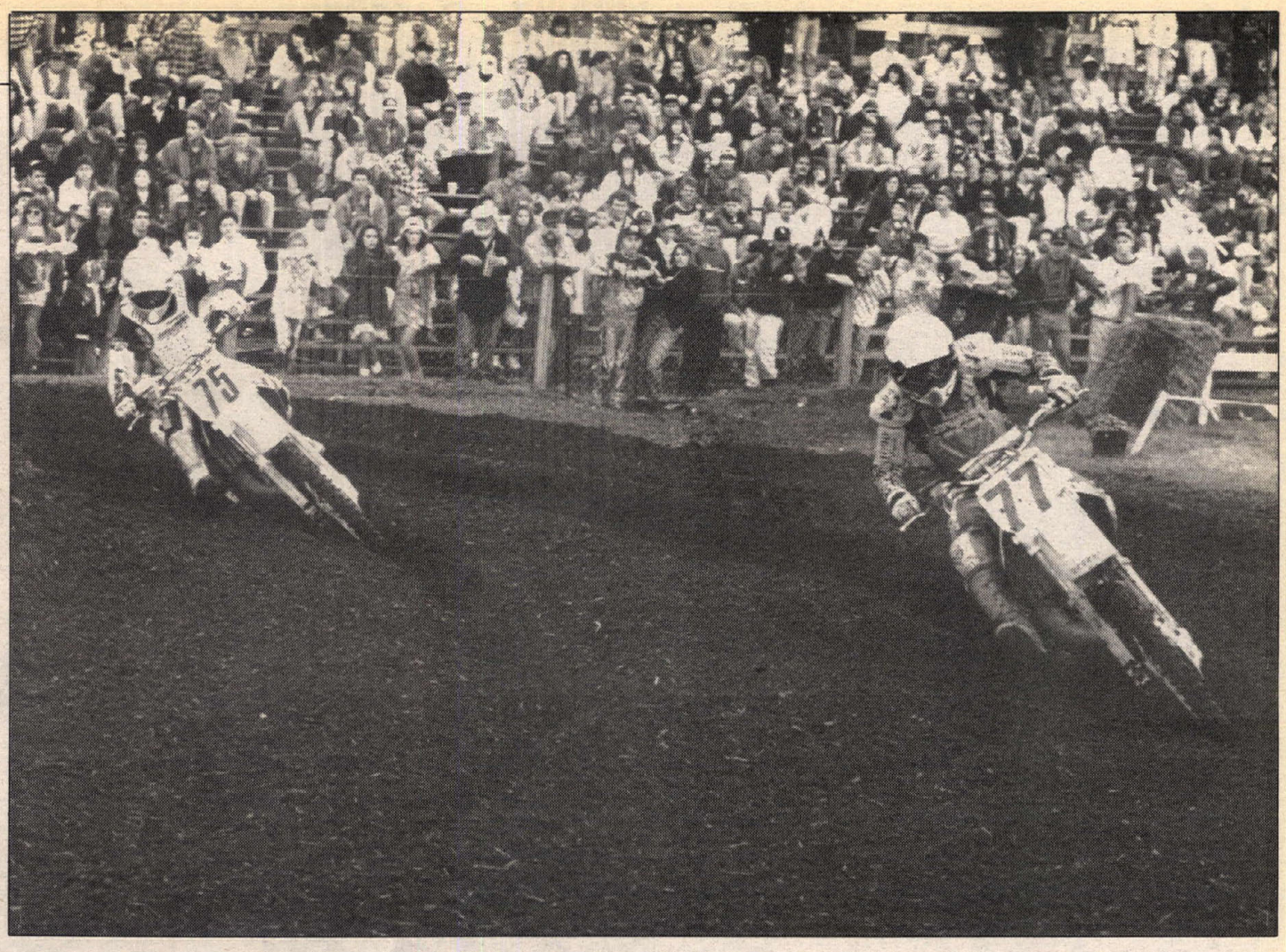
Ward chose not to ride in moto two, leaving Hughes, Ferry and Reynard to struggle amongst themselves. Within the first lap, Hughes emerged as the dominant rider in the moto, as Ferry and Reynard had to work their way up after poor starts. Carsten was once again in the top five, and was giving Reynard a tough time in his bid to move to the front of the pack. Ferry had less trouble with Carsten, passing him by the fourth lap and setting out to catch Hughes. Reynard finally slid by Carsten with three laps remaining, and the freight train of Hughes, Ferry and Reynard plowed ahead. Hughes maintained control and continued a furious pace to stay ahead until the checkered flag, but it was Ferry who earned the overall victory. Hughes nabbed second overall, and Reynard finished in third.

Reynard took to the track with a vengeance in moto one of the 250cc Pro class. Just one year ago, Reynard was competing aboard a minicycle, but he looked more than comfortable on the big bike, grabbing the early lead and staying in front for the remainder of the moto. Hughes worked up from a midpack start, and he, Ray Sommo and Carsten battled for position behind Reynard for most of the moto. Hughes passed Sommo and Carsten to take over second place, and started to chase after Reynard. Hughes ran out of time, though, and Reynard scored the moto win. Sommo held off Carsten to finish third.

Jim Neese grabbed the spotlight for the first two laps of the second moto. Reynard took over on lap three, as Hughes again began a march to the top after a mediocre start. Local favorite Joel Dengler settled into the third spot and stayed there for much of the race. After working his way up near the front, Hughes went down on the straight just before the white flag, recovering in fifth place. Hughes knew that time was running out, and he quickly mounted yet another charge. Soon, he jumped past Dengler to take over third place. KTM-mounted Keith Johnson had also picked up some speed, and dropped Dengler back one more position in his pursuit of Hughes.

The leading Reynard lapped all the way up to 14th place, and eased in for the moto win. Neese maintained his second-place spot, and Johnson and Hughes rode to the finish with less than a bike length separating them. Reynard scored the overall win ahead of Hughes and Sommo.

The new Kawasaki models were on display in the pits, but one group of riders who were perhaps less impressed than most were the Vintage-class competitors. The riders battled on bikes that were older than many of the winning riders in the more prestigious classes, but they provided an excellent addition to an exciting and emotional weekend of racing. CN



Tim Ferry (77) won the 250cc Pro division, while local rider Joel Dengler (75) placed a creditable fifth in the 125cc Pro class.

Ryan Hughes (68) and Barry Carsten diced during a 125cc moto. Poor starts held Hughes to second in the 125 and 250cc classes.

Results

125 PRO-EX: 1. Tim Ferry (Kaw); 2. Ryan Hughes (Kaw); 3. Robbie Reynard (Kaw); 4. Barry Carsten (Suz); 5. Joel Dengler (Kaw).

250 PRO-EX: 1. Robbie Reynard (kaw); 2. Ryan Hughes (Kaw); 3. Ray Sommo (Kaw); 4. Joel Dengler (Kaw); 5. Barry Carsten (Suz).

OPEN PRO-EX: 1. Mike Kiedrowski (Kaw); 2. Jeff Ward (Kaw); 3. Keith Johnson (KTM); 4. Kurt McMillan (Hon); 5. Ray Somo (Kaw).

VET EX: 1. Jerry Seip (Suz); 2. Phil Carlin (Suz); 3. Mickey Kessler (Hon); 4. Ed Szulecki (Suz); 5. Bob Sorenson (Kaw).

SCHBY: 1. Matt Maxinoff (Kaw); 2. T. Ryan (Kaw); 3. J.D. Collins (Kaw); 4. Paul Currie (Kaw); 5. Mike Peat (Kaw).

80 10-11: 1. Ben McCarthy (Suz); 2. Robbie Wood (Suz); 3. Chris Hunter (Hon); 4. James Tippin (Kaw); 5. Dave Dipietro (Kaw).

80 12-13: 1. Shawn Gulla (Suz); 2. Jim Morgan (Suz); 3. Jason Harper (Kaw); 4. John Schneider (Hon); 5. Brian Karnow (Suz).

80 14-15: 1. Billy Snook (Suz); 2. Jim Evans (Kaw); 3. Josh Beckett (Kaw); 4. Antonio Magaro (Kaw); 5. Kenny Plass (Kaw).

125 NOV A: 1. Steve Moquin (Kaw); 2. Darren McLaughlin (Suz); 3. Travis Dashell (Kaw); 4. Tony Zubrzycki (Suz); 5. Tony Willis (Hon).

125 NOV B: 1. Fred Maul (Kaw); 2. Jim McGinnis (Hon); 3. Brian Drezewoszeloski (Hon); 4. Andy Reidpath (Hon); 5. Darren Herzstein (Hon).

60 10-11: 1. Kevin Brodsky (Kaw); 2. T.J. Gulla (Kaw); 3.Mike Davis (Kaw); 4. Jon Paul Schaffer (Kaw); 5. Chris Paternosto (Kaw).

250 NOV A: 1. Jason May (Hon); 2. Shannon Burley (Kaw); 3. Kevin Warren (Hon); 4. Bruce Sinclair (Kaw); 5. Mauro Depinto (Suz).

OPEN AM: 1. Aaron Kopp (Kaw); 2. Rob Meluso (Kaw); 3. Ed Daher (Hon); 4. Matt Rossi (Hon); 5. Eric Weber (Kaw).

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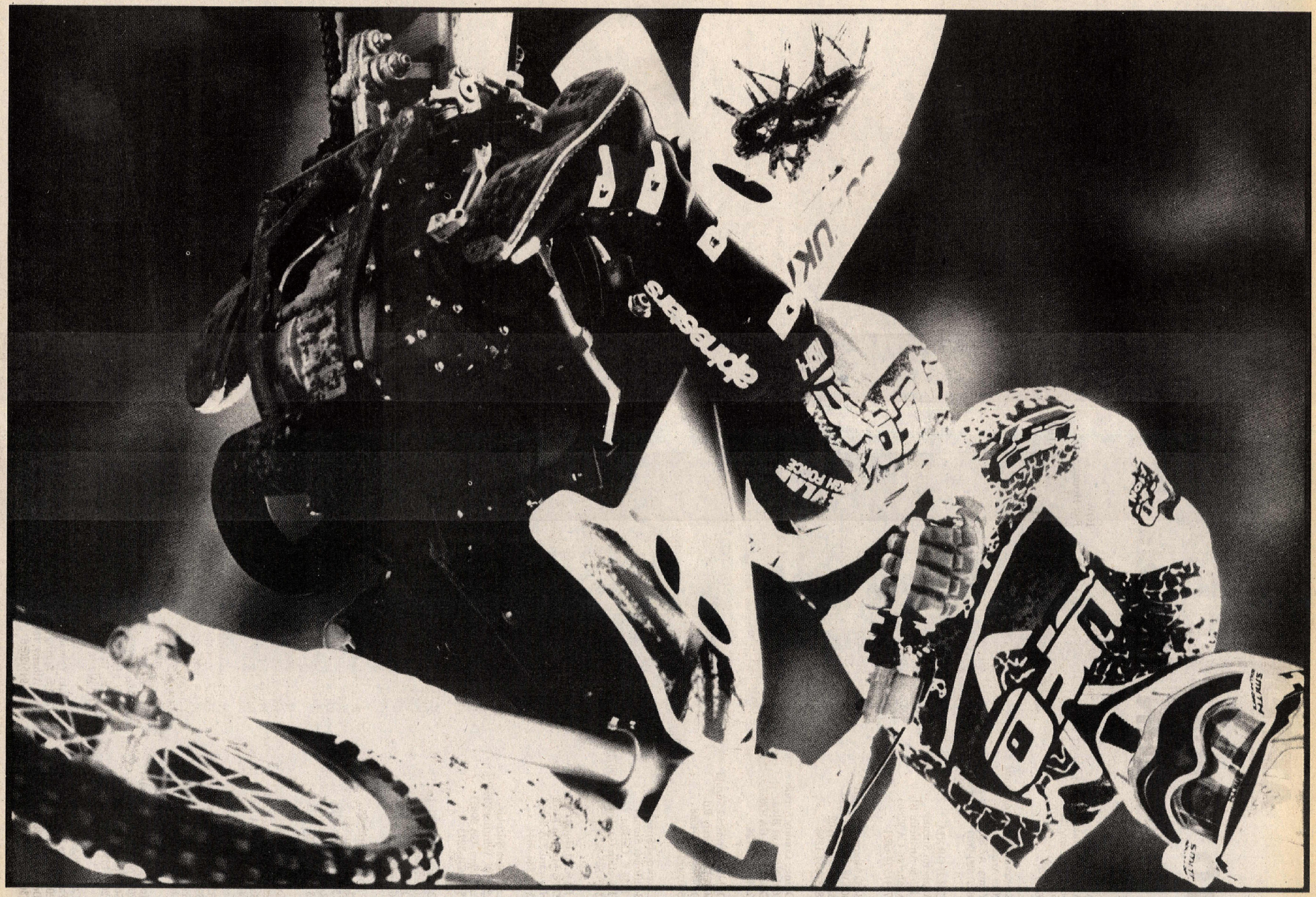
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New Albany, IN 47150
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Sioux City, IA 51105
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Burton, MI 48529
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(Grand Rapids), MI 49321
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Coloma, MI 49038
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St. George, UT 84770
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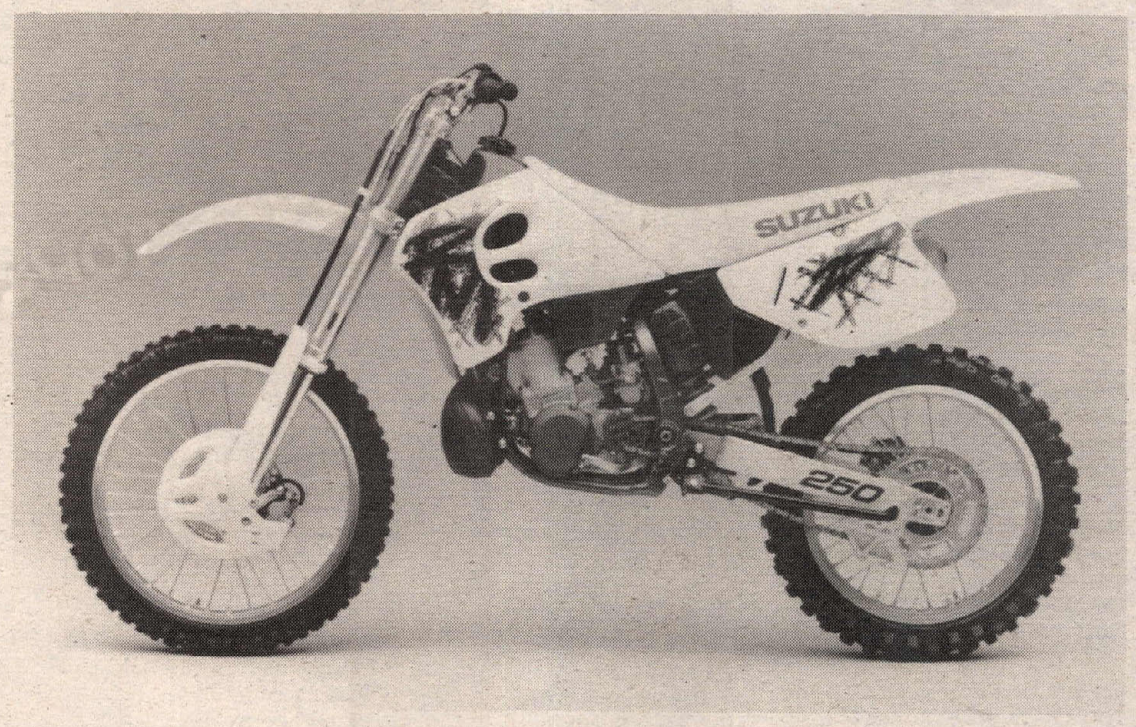
FOR A PREVIEW OF THIS YEAR'S NEW SUZUKI RMs SEE BELOW.



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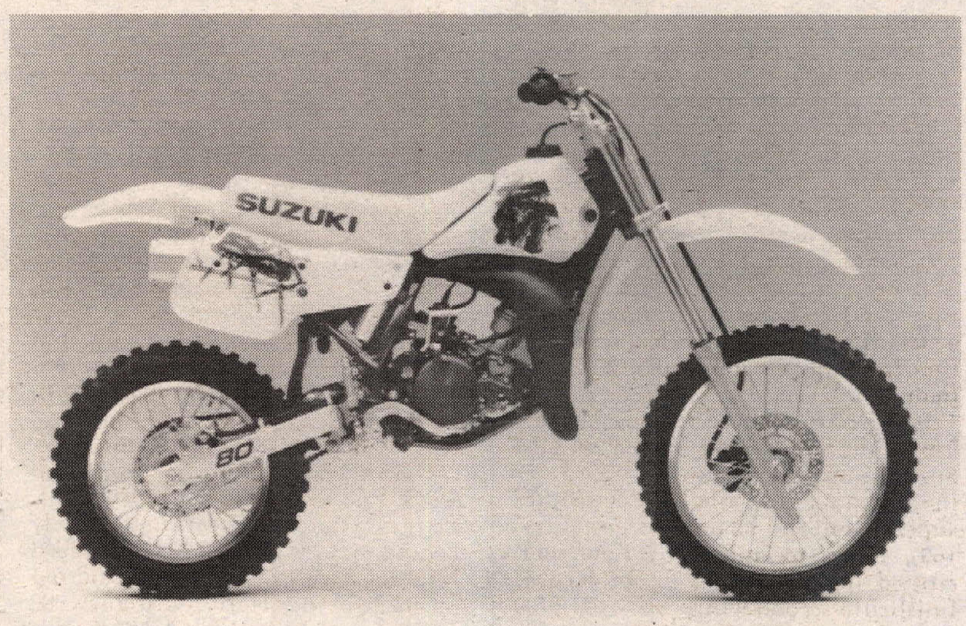
With a hot new engine, this year's RM250 gets more power and better throttle response thanks to goodies like a new carb and reed valve, a revised intake system, and a new radiator for more efficent cooling. Plus, better handling from a computer-designed square-tube frame that's 35% more rigid. Add radical new bodywork for improved rider position on the RM250 and the RM125, and class-leading performance from the RM80, and you've got a line-up that will make the competition seriously consider taking up knitting. And while they compare needle sizes, you'll be taking your best shot at Suzuki's RM Contingency Program, which pays cash rewards deeper in the standings and pays almost twice as much as any other company.** If that's not enough incentive, you'll also have some of the industry's best support, thanks to the top motocross mechanics staffing the Team Suzuki Support Trucks, as well as Suzuki's Pro Level dealers, whose guidance on setup and maintenance comes directly from years of racing experience.



If this sounds like something you can deal with, stop by your Suzuki dealer today and check out the the new RM's. If not, send us your picture and maybe you can be on the cover of next year's ad.

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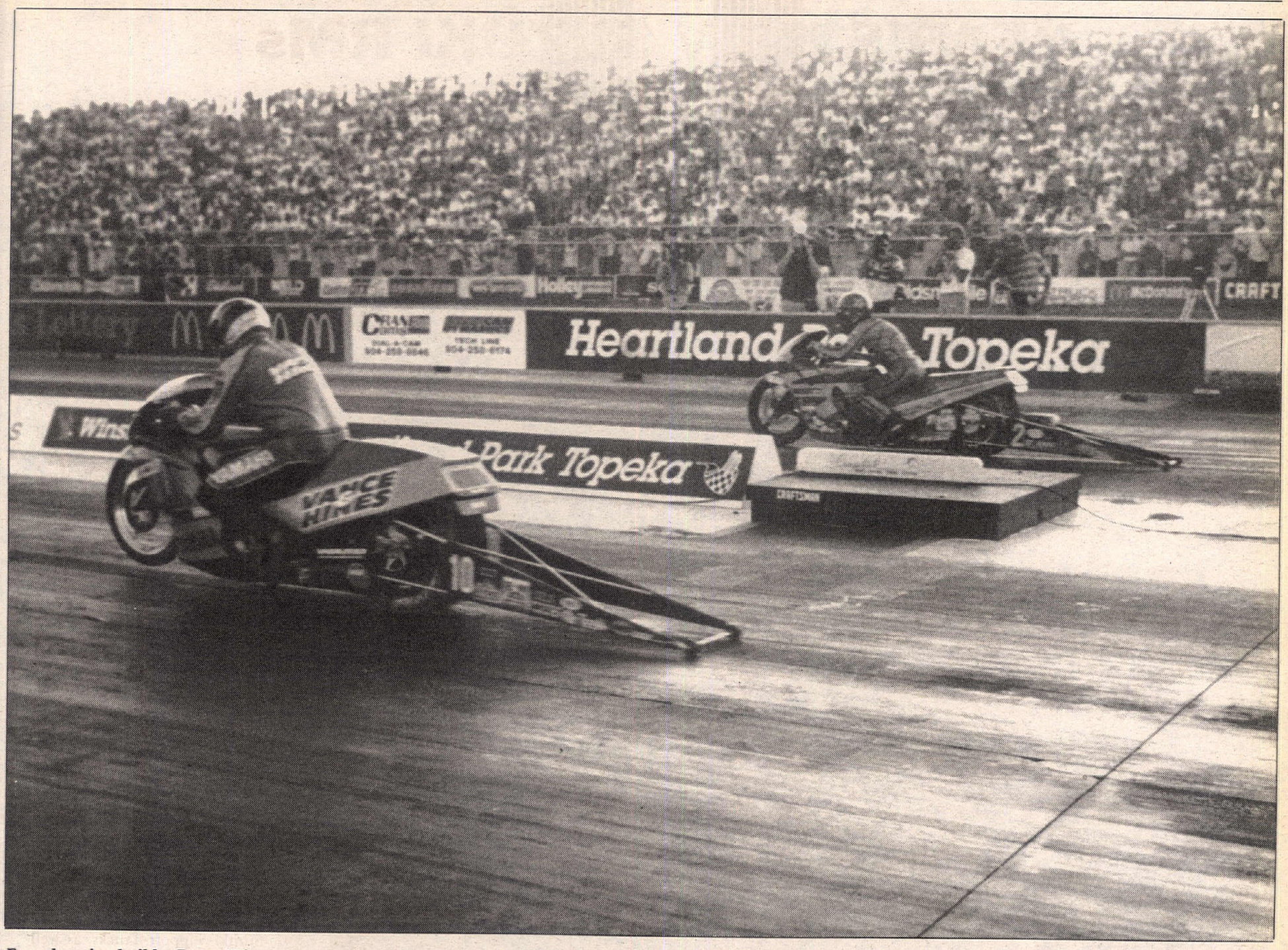
*The 1992 RM125 is "Motcross Action's" 1992 Motocrosser of the Year. **Based on 1992 AMA 125 and 250 Supercross and National results as of 6/29/92, excluding team rider finishes. At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM series motorcycles are for closed-course competition use and related practices only. Professional rider photographed under closed-course conditions.



Famed engine builder Byron Hines (near lane) earned his first-ever National win by besting David Schultz (far lane) in the Sears Craftsman Pro Stock final.

Hines scores first win

By Todd Veney

TOPEKA, KS, OCT. 1-4

As an indispensable member of drag racing's most prolific team, Byron Hines knew the klieg lights, camera flashes and champagne showers of the winner's circle, but this was the first time the trophy was handed to him.

Previously known to behind-the-scenes types as the mechanical genius behind the unprecedented success of 24-time NHRA event winner Terry Vance, Hines, still in his first full season of riding, sped to his first career National victory at the Sears Craftsman Nationals.

With Vance & Hines crewmen, other racers, and even Vance himself cheering him on, Hines took the first of what should be many major victories on the Vance & Hines-prepped Yamaha OW01, Pro Stock's only Yamaha. Ironically, he won not by relying on his own home-brewed horsepower to carry him around a quicker-leaving opponent, but because of his reflexes and riding skill.

In a classic riders' race against the most intimidating possible opponent — NHRA Winston Champion-elect John Myers, the undisputed top rider of the last three years and the only champion that the event (formerly known as the Heartland Nationals) had ever known — Hines covered the quarter-mile in 7.88 seconds, the same E.T. produced by Myers.

Myers, who had red-lighted in the last round of the prestigious U.S. Nationals a month earlier, left with a better-than-average .045 reaction time, but Hines was already gone with a .033, having trimmed his reaction time from the previous round by more than half.

It proved to be the difference. Myers, astride the Star Racing/Wax Shop '92 Suzuki Katana that moves so hard in the midrange, led briefly, but with a superior top-end charge (171 mph to 169), Hines reclaimed the lead and crossed the stripe first for a photo-finish .013-second win.

"It doesn't look that difficult," said Hines, that rare champion who wins with the open support of his fellow competitors. "I'm sure all mechanics think that if they were riding the bike they'd do things differently. But it's a lot harder than it looks; it's very intense."

Former rider George Bryce, the team owner/crew chief who made Myers' name a household word by offering him the ride with his Star Racing team in 1989, had this to say of Hines, his main engine-building rival: "I can live with Byron beating us. It's good for the category that someone new (not Myers or Schultz, in other words) won the race."

As the season wore on and his reaction times improved, it became increasingly apparent that Hines, on the brink of a breakthrough all season, was going to win an NHRA title. It was merely a matter of when and where, and he did nothing to hurt his chances of qualifying second at Heartland Park Topeka, with a strong 7.836 at 171.16 mph.

Only Myers was ahead of him, and that was by mere thousandths of a second. Gunning for his fourth win in the four-year history of the race, Myers clocked a 7.833/169 for the pole.

Dave Schultz was third (7.86/170) in what hardly could be considered a surprise, but the racer immediately behind him certainly was: Unheralded Michael Phillips, in his first outing on former rider Harry Laritigue's '92 GSXR after years of bracket racing at local Texas tracks, snared the number four position with a 7.90/168.

Tim Loomis qualified nine positions behind Phillips in the 13th position, welcomed the 24-year-old rookie to the big time by leaving on Phillips for an 8.04 to 8.01 holeshot win in the first round of elminations. Loomis eventually lost in the semi-finals to Myers, who seemed even more likely to handle Hines in the final when his 7.85/169 winning time appeared on the top-end scoreboards.

Hines was four-hundredths of a second slower in winning the other semi-final heat over Schultz, who had been running better than anyone in eliminatins on Greg Ward's two-year-old National Car Rental-backed Suzuki GSXR. He set Low E.T. and Top Speed of the event at 7.79/172.18 in the first round.

By Hines' admission, Schultz had him covered in the semi-finals until Schultz's engine came apart in a violent explosion about halfway down the strip. A connecting rod blew through the side of the block and lodged itself in the carbon-fiber bodywork that separates the engine compartment from Schultz's legs and feet. "I could feel something tickling my left foot," Schultz said, not specifying whether it was the rod or the end of the crankshaft.

So Hines got a break, but as Myers said, he deserved it. CN

Results

NHRA WINSTON SERIES POINT STANDINGS: 1. John Myers (8976); 2. David Schultz (6944); 3. Byron Hines (5758); 4. John Mafaro (5470); 5. Jim Bernard (4712); 6. John Smith (4230); 7. Kerry Larkin (4038); 8. Norm DeVine (3814); 9. Ron Ayers (3442); 10. Steve Johnson (3384).

Jan Hrehor continued his late-season off-road win streak by nabbing yet another overall victory. Hrehor had to overcome problems with lapped riders late in the race.

Hrehor wins Mule Kicker National

By Merle Acord

KOHOKA, MI, OCT. 11

Team Suzuki's Jan Hrehor grabbed the lead on the first lap of the Mule Kicker National, and two hours, 47 minutes, and seven laps later roosted across the finish line with 10 seconds to spare over runner-up Duane Connor to earn his third-career National Hare Scrambles victory. Scott Plessinger, the 1989 National Hare Scrambles Champion and current series points leader, rounded out the top three.

The 28-year-old native Czechoslovakian, said afterwards, "Plessinger and I followed each other for a while in the first hour or so. It's easier to change off the lead than to be the first man all the time. Then Plessinger dropped back late in the race, and Connor was second."

After moving into second place, Hrehor just couldn't shake the Kawasaki Team Green-backed rider, Conner.

"We were having trouble with the lappers," said Hrehor. "I tried real hard but there were a couple of guys that just wouldn't let me by. So I lost some time. I did crash into one guy, but he didn't get hurt too bad. I stayed with him until someone showed up, and he told me to go on. I was lucky not to lose much time."

"I followed my game plan, almost," said Connor. "My plan was to try and get out front early and keep the lead, I knew with my fifth-place finish last week at Lynnville, that all I could do today was improve my third place in the point standings. A win would've been nice, but it was a good race, nevertheless."

Connor and Hrehor went through the scoring barrels for the seventh and final lap in a dead heat setting the stage for what looked like would be a photo finish, but it wasn't to be.

"I was trying to pick some better lines on the last lap and ended up with a sapling caught in my rear brake," said Connor. "And that cost me about 15 seconds to clear, and I couldn't make it up."

"I had a good start," added Connor. "But I took longer in the woods to establish my rhythm, and I dropped back a few places. There was a little of everything out there. Wide open woods, ruts and whoops, grass tracks and the motocross track. I don't have any special stuff that I like to ride, so when I looked at the track, I had the feeling that I was going to do good today."

Promoter Mike Burkhart used his farm for the 9.2-mile course of tight woods and open pastures plus incorporating a motocross track that Burkhart uses to run AMA District 18 motocross events. Burkhart also offered the Pro class a $1000 purse, with the winner taking home the lion's share of $500.

Scott Plessinger, aside from picking up $300 for his third-place finish, taking the checkered flag two minutes and 45 seconds off the winning pace, might have put a lock on the National Hare Scrambles Championship for 1992. "All I need is to finish 10th or better at Phoenix and the Championship is mine," said Plessinger.

Prior to the race, the KTM/KRW Cycle of Daytona/Ohio MS Racing/Duralube/Temp Guard/Smith/Metzeler/Arai/DynoPort/Tsubaki/Mikes Cycle Support/KK Cycle Supply/Motion Products-backed Plessinger said, "It's coming down to the last three finishes again, just like when I won the championship in '89. Hopefully it'll work out just the same, but in the last two races, I've had a second and a third and I'd rather not finish third today. I'd rather finish first. I've got an eight-point lead over Summers right now."

"I don't think that Summers is pushing it as hard now as he did earlier in the season. I know I'm not," said

Hrehor (left) and Plessinger celebrate after placing first and third, respectively.

Scott Plessinger rode to third overall. The finish moved Plessinger into the series points lead with only one round remaining.

Defending champion Scott Summers (1) was forced to drop out of the race after experiencing brake problems and a bent sprocket.

Plessinger. "At the beginning of the year, I was taking a lot more chances than I am now. If the championship means I have to finish third, that has to be the race strategy. I don't have any throw away races (best eight finishes count for championship points) so I can't have a DNF. So I've been using my head a lot more than I usually do. It's a cool day and everybody is going to be up there running hard."

After the race Plessinger said, "I had a good ride today. I only fell once or twice and the bike worked good. I rode with Hrehor for the first six laps then he got away from me, and I hung back and let him go. I knew Summers was out of it, and I didn't want to do anything stupid and blow the championship."

The reigning champion Summers knew exactly what he had to do, but it would be a day of frustration: "My wrist is about 85 percent but I don't see it as a big factor today," said Summers. "The only person that can beat me at this point is Scott (Plessinger), so what I have to do in the last two races is beat him, and I have to be in the top three when I do it. It's close no matter how you look at it. I'll just get out there and relax and do the best I can, and I still have to consider 1993. I can't afford to jeopardize the next season, four out of five championships isn't bad."

From the dead-engine start, Summers fired up the big-bore Honda four-stroke and took the holeshot with Jimmie Eriksson and Connor making it a tight trio out front. During the first loop Summers experienced problems with his front brake caliper and Hrehor moved into the lead with Plessinger second and Eriksson third.

Because of the high speed trails and grass tracks, Summers elected to replace the front caliper on the second lap. Then, trying to recapture some of the lost time, Summers smashed his rear sprocket on a culvert on the motocross track and had to push back to the pits for a replacement, and the time out cost him another six minutes. It was all for naught, however, as more mechanical woes caused Summers to drop out at the start of the sixth lap.

Eriksson, Sweden's ISDE team superstar, was eight minutes and 40 seconds off the pace in fourth place. "This is my last chance to beat them," said Eriksson prior to the race, "so I will try my best today. I've been here (the States) since last January, but now it is time to go home."

KTM's Matt Stavish, from Minnesota, said, "I was running fourth until the second lap, when Eriksson came up behind me and took over the position. I laid back in that first hour to conserve my strength for the last hour, and as it turned out, I had plenty left for the end and I should've used more of it at the beginning and pushed a little harder. I'm sure I could've been closer."

Steve Leivan and Kelly Getz, were 51 seconds apart in the Pro class for sixth and seventh, with KTM rider Mark Martin eighth.

It got real serious in the 250cc A class between Steve Ricketts, Robert Patterson and Leigh Letellier, as they finished 52 seconds apart in the above order and finished sixth, seventh and eighth overall, respectively.

Rickets finished seventh overall at the Black Coal National two weeks ago. "I wish I could've been with the pros from the start," said Ricket. "We had that one minute staggered start and that makes it hard to know where you're at. The course was a little more open than I like, but when we did get in the woods it was real tight. The open high speed stuff with the stutter bumps can wear you out . . . me I like the tight muddy stuff."

Super Senior Bob Caplinger had no complaints about the open terrain, he had an on-going, decade long battle with fellow Super Senior Emmett Cox. Caplinger did a world class get-off and Cox went on to win.

Jim Spencer in the Senior 40+ A class didn't hear any footsteps behind him, as he motored to a first in class. Sheldon Otto was second with Larry Burghart third. CN

Results

O/A: 1. Jan Hrehor (Suz); 2. Duane Conners (Kaw); 3. Scott Plessinger (KTM); 4. Jimmie Eriksson (Hbg) ; 5. Matt Stavish (KTM); 6. Steve Ricketts (Kaw); 7. Robert Patterson; 8. Leigh Letellier; 9. Steve Leivan (Yam); 10. Kelly Getz (Hus).

AA PRO: 1. Jan Hrehor (Suz); 2. Duane Conners (Kaw); 3. Scott Plessinger (KTM); 4. Jimmie Eriksson (Hbg); 5. Matt Stavish (KTM); 6. Steve Leivan (Yam); 7. Kelly Getz (Hus); 8. Mark Martin (KTM); 9. Carl Hansen.

250 A: 1. Steve Ricketts; 2. Robert Patterson; 3. Leigh Letellier; 4. Scott Martin; 5. Jasen Moody.

VET 30+ B: 1. Billy Hall; 2. Robert Herns; 3. John Bradley; 4. Dennis Utt; 5. Gary Harkness.

SR 40+ B: 1. Ronald Levingston; 2. Patrick Allender; 3. Quintin Davis; 4. Bill Devore; 5. Jim Yount.

S/SR 50+ B: 1. Gorman Smith; 2. Allan Avbercett; 3. Ted Klington; 4. Ron Norton.

OPEN B: 1. Bob Reed; 2. Sid Turpin; 3. Chris Patterson; 4. John Hulton; 5. Jason Andyette.

250 B: 1. Matt Falette; 2. Chris Norton; 3. Robert Litch; 4. Jeff Lappe; 5. Shaun Olsen.

200 A: 1. Chad Frongin; 2. Walker Luldrke; 3. Chris McDonald; 4. Nick Kennedy; 5. Gene Thurman.

4/S/A: 1. Brent Nieber; 2. Brian Scollon.

200 B: 1. Kenneth Yount; 2. Chris Thiele; 3. Brad Daneran; 4. Todd Reed; 5. Brad Melick.

4/S/B: 1. Kenny McGee; 2. Rodney Bennett; 3. Everett Ratcliff; 4. Kevin Boyle; 5. Fred Royenich.

125 C: 1. John Stickler; 2. Randy Wagonhotlh; 3. Rick Fryer.

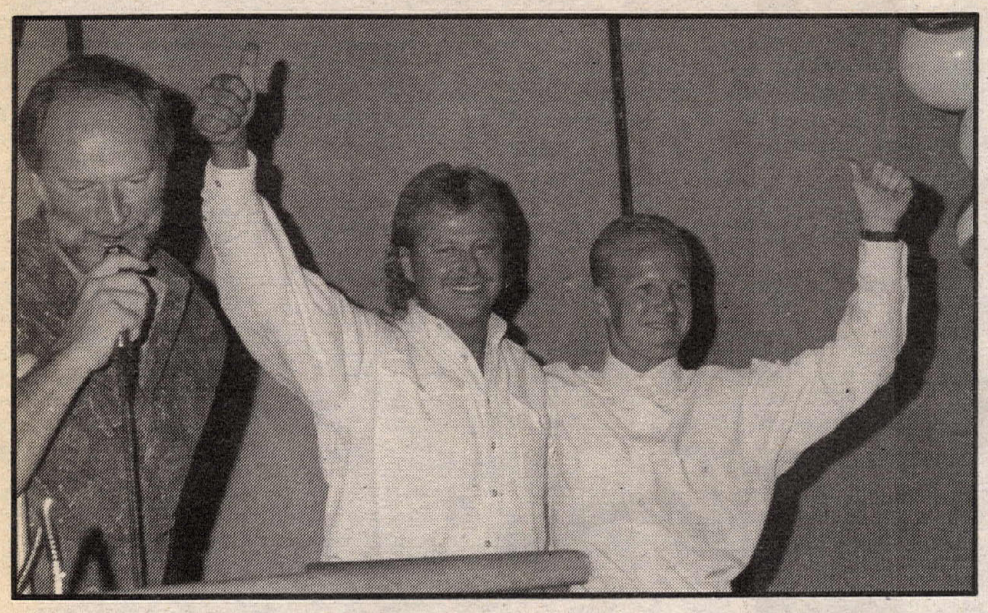
250 OPEN C: 1. Brian Turpin; 2. Matt Talley.

VET 30+ A: 1. Larry Bever; 2. Robert Lowry; 3. Larry Cosby; 4. Mike McGiven; 5. John Dameron.

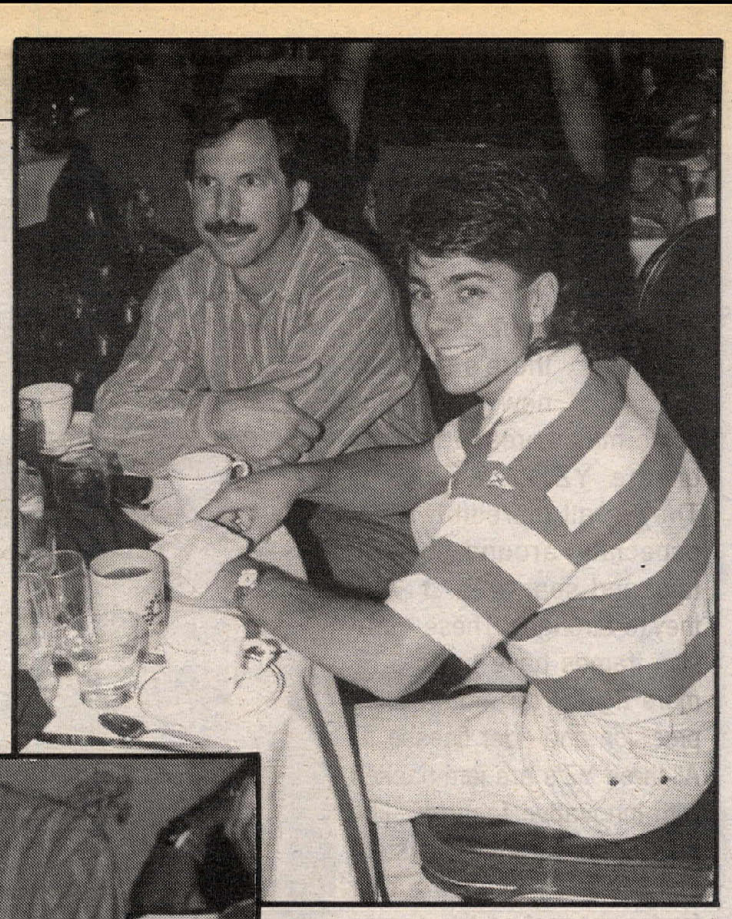
SR 40+ A: 1. Jim Spenser; 2. Sheldon Otto; 3. Larry Burghart; 4. Charles Thiele; 5. Ronald Hess.

S/SR 50+ A: 1. Emmett Cox; 2. Robert Caplinger; 3. Dennis Thiele.

EVENT Harley-Davidson Victory Celebration



(Left) When ESPN's Dave Despain introduced tuner Kenny Tolbert and newly-crowned Grand National Champion Chris Carr, the duo received a standing ovation.



It's party time!

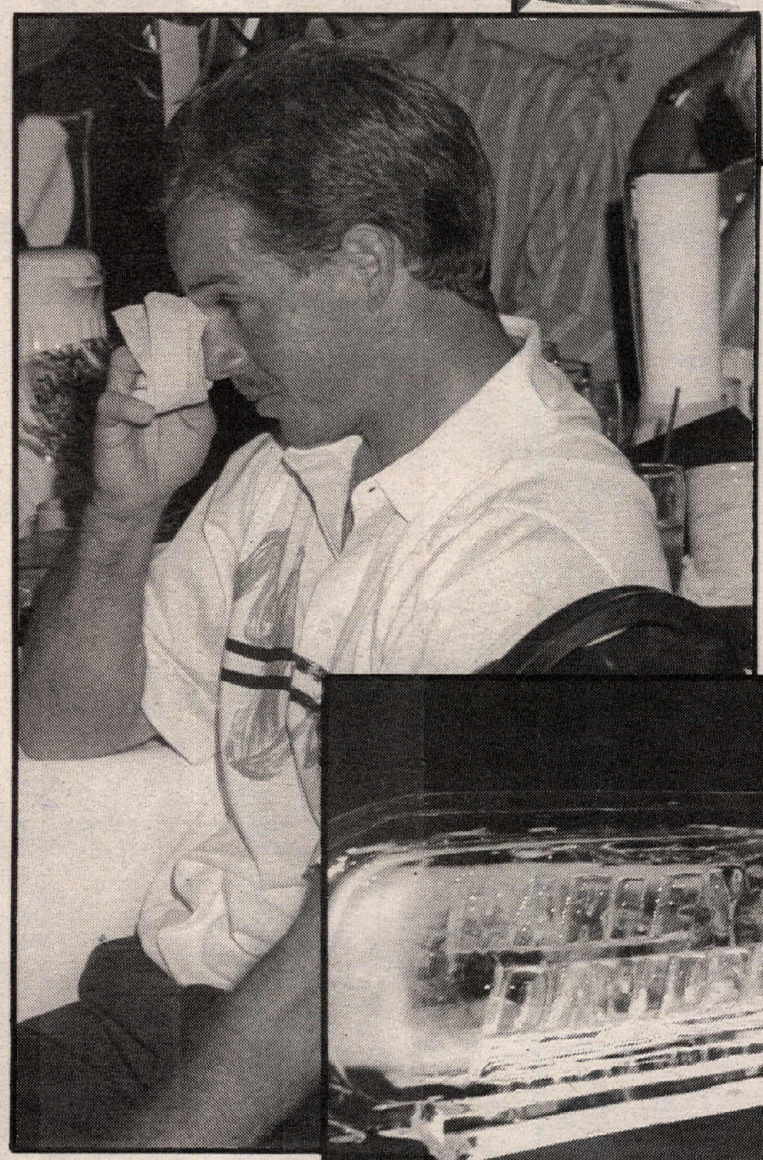
Photos by Mitch Friedman and Donn Maeda

Chris Carr earned his first and the Harley-Davidson Motor Co. its 30th Grand National Championship with his 1992 triumph over teammate and four-time champ Scott Parker, and in his honor the "Motor Company" threw a victory bash.

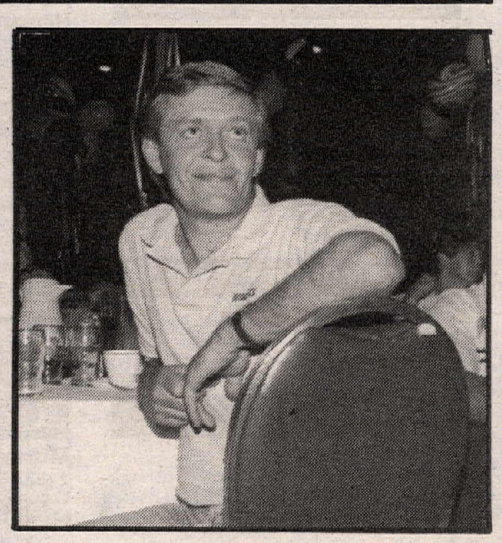
The October 11 party took place at the Red Lion Inn in Ontario, California, not far from the Los Angeles County Fair and Exposition Complex, site of Carr's title performing performance in the October 10 Pomona Half Mile season finale.

A lunch buffet and two open bars accommodated the party-goers and ESPN's Dave Despain interviewed the top 10 finishers and gave a sneak preview of the season-highlights show to be broadcast on ESPN, November 5.

Plenty of bench racing followed before the racers, mechanics, team members and sponsors headed home to prepare for next year's March season-opener in Daytona Beach, Florida. CN



(Above) Kevin Atherton and his tuner Al Stangler finished the season fifth overall. (Left) Four-time Grand National Champion Scott Parker was saddened to see his title streak ended. (Below) Fourth-ranked Larry Pegram switched to Harley-Davidsons in 1992.

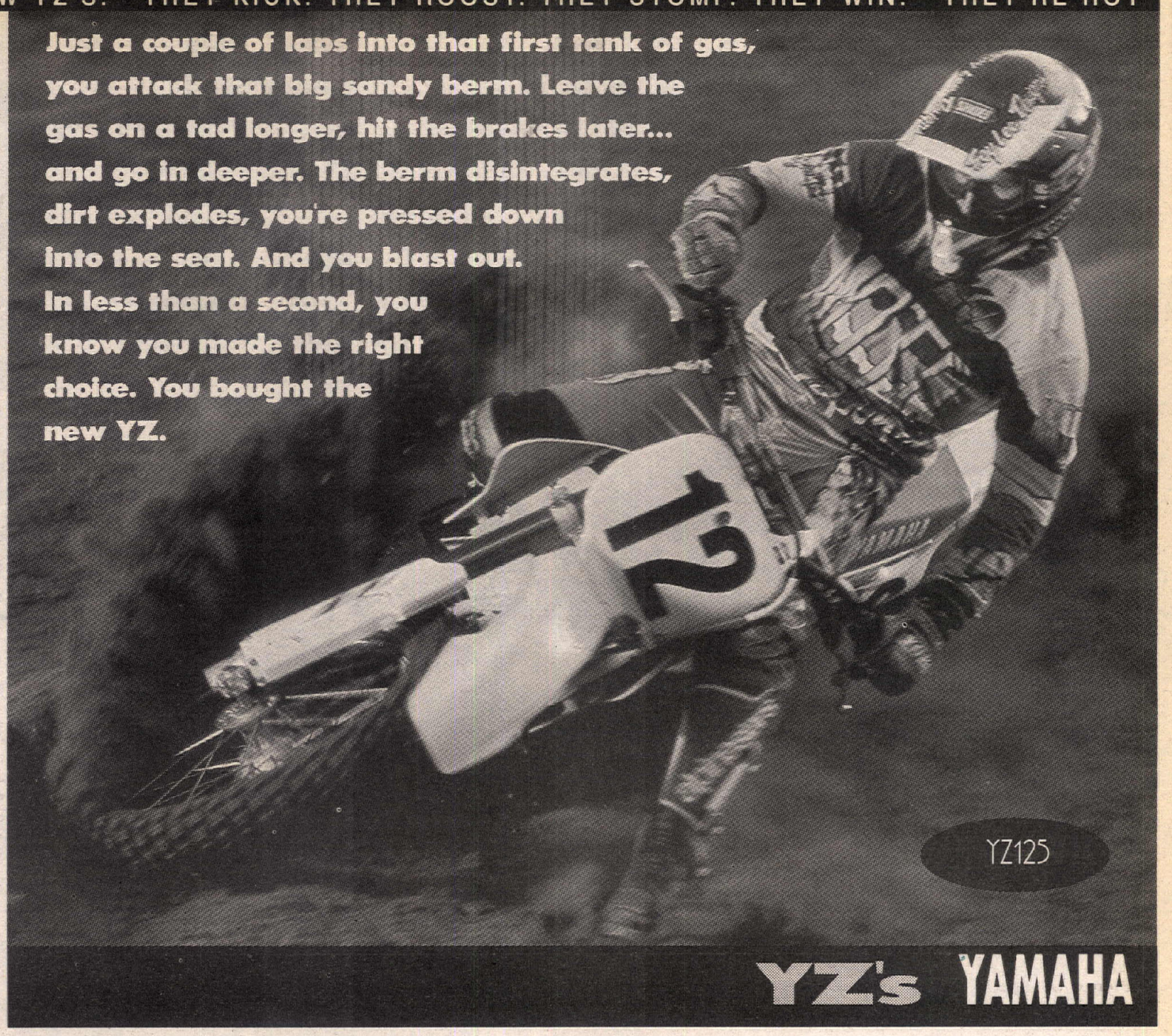


(Above) Commemorative Chris Carr Grand National Champion scarves were passed out at the party. (Right) Three-time Grand National Champion Jay Springsteen broke into the series' top 10 with strong end-of-season finishes.

(Above) Parker's tuner, Bill Werner, reflects on what could have been. Parker's eight race wins in '92 brought Werner's career National win total to 80.

THE NEW YZ'S. THEY KICK. THEY ROOST. THEY STOMP. THEY WIN. THEY'RE HOT

The new YZ line. Once again, Yamaha is out in front. This year, there's a totally new YZ80, plus some major break-throughs on the YZ125 & 250. ❑ They're all incredibly slim, especially around the fuel tank and seat area ❑ And they're stronger. These ultra-slim frames have up to 50% more rigidity for more racing precision and rider finesse. ❑ All three YZ's are jam-packed with innovative features, like the unique air intake system that draws air through a rear fender channel so the engine gets clean, cool air. ❑ There's bigger brakes for better stopping. Newly designed exhaust pipes for wider powerbands. Plus new suspension linkage to put all that power to the ground. ❑ And each new YZ comes with something else totally unique in the motocross world - a 30-day warranty. ❑ The new YZ's. In just a second, you'll know you made the Number One choice. ❑



See the 1993 Yamaha YZ's at these Participating Dealers

AZ GLENDALE
Metro Motorcycle & Marine
5115 W. Bell Rd.
Glendale, AZ 85306
(602) 843-5000

CA ANAHEIM
Anaheim Yamaha
616 E. Ball Rd.
Anaheim, CA 92805
(714) 563-1700

BEAUMONT
Beaumont Yamaha Kawasaki
680 Beaumont Ave.
Beaumont, CA 92223
(714) 845-4882

BERKELEY
Berkeley Yamaha
735 Gilman St.
Berkeley CA 94710
(510) 525-5525

BURBANK
Burbank Yamaha
1801 W. Burbank Blvd.
Burbank, CA 91506
(818) 845-8738

CUCAMONGA
Yamaha of Cucamonga
9760 Foothill Blvd.
Cucamonga, CA 91730
(714) 987-2411

FAIRFIELD
Fairfield Cycle Center
1370 Holiday Lane
Fairfield, CA 94533
1 (800) 773-3150 or (707) 422-3150

FONTANA
John Burr Cycles
9008 Sierra
Fontana, CA 92335
(714) 823-1338

GILROY
Gilroy Motorcycle Center
7661 Monterey St.
Gilroy, CA 95020
(408) 842-9955

GOLETA
Santa Barbara Yamaha-Suzuki
340 Pine Ave.
Goleta, CA 93117
(805) 964-7714

HEMET
Hemet Cycle Center
41931 East Florida
Hemet, CA 92544
(714) 925-2607

HOLLYWOOD
"The Performers"
Del Amo Hollywood
1339 Highland Blvd.
Hollywood, CA 90045
(213) 962-5522

IMPERIAL BEACH
Smitty's Kaw.-Yam.Cycle Ctr.
730 Palm Avenue
Imperial Beach, CA 91932
(619) 423-0073

LAGUNA NIGUEL
Mission Yamaha
27622 Camino Capistrano
Laguna Niguel, CA 92677
(714) 582-0351

MERCED
Hon.-Kaw.-Yam. of Merced
64 W. 16th St.
Merced, CA 95340
(209) 722-8055

MURRIETA
Yamaha of Temecula
26860 Jefferson Ave., Suite A
Murrieta, CA 92362
(714) 698-4123

NATIONAL CITY
South Bay Motorsports
1 W. 35th St.
National City, CA 91950
(619) 420-2300

ONTARIO
Montclair Yamaha
11195-1 Central Ave.
Ontario, CA 91762
(714) 628-4748

POWAY
Alba Yamaha
13860 Poway Rd.
Poway, CA 92064
(619) 486-4380

REDONDO BEACH
"The Performers"
Del Amo Yamaha
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

SAN DIEGO
Kearny Mesa Yamaha
8063 Balboa Ave.
San Diego, CA 92111
(619) 292-5454

SAN MATEO
Yamaha of San Mateo
521 E. 5th Ave.
San Mateo, CA 94402
(415) 348-7100

SAN RAFAEL
San Rafael Yamaha
933 Francisco Blvd. East
San Rafael, CA 94901
(415) 456-0335

SEASIDE
Yamaha-Suzuki Sports Center
1580 Del Monte Blvd.
Seaside, CA 93955
(408) 899-2401

STOCKTON
Stockton Honda-Yamaha
3200 N. Westlane
Stockton, CA 95204
(209) 465-3200

THOUSAND OAKS
Thousand Oaks Yamaha-Kawasaki
2388 Thousand Oaks Blvd.
Thousand Oaks, CA 91360
(805) 497-3765

TORRANCE/LOMITA
T & O Yamaha-Honda
24020 Narbonne Ave.
Torrance/Lomita, CA 90717
(310) 534-2311

VALLEJO
R & J
510 Couch St.
Vallejo, CA 94589
(707) 643-2548

WOODLAND HILLS
Kolbe Cycle Sales
22123 Ventura Blvd.
Woodland Hills, CA 91364
(818) 348-7865

YUBA CITY
Yamaha Sports Center
2530 Colusa Hwy.
Yuba City, CA 95993
(916) 673-5676

CO FT. COLLINS
Yamaha Perf. Ctr. of Ft. Collins
327 S. Link Lane.
Ft. Collins, CO 80524
(303) 498-8858

LAKEWOOD
Cycles West Inc.
8000 W. Colfax Ave.
Lakewood, CO 80215
(303) 239-8100

LONGMONT
Twin Peaks Yamaha
23 S. Main St.
Longmont, CO 80501
(303) 651-0700

CT CHESIRE
Willow's Kawasaki-Yamaha
1555 Highland Ave. (Rt. 10)
Cheshire, CT 06410
(203) 272-7201

FL BRADENTON
Pro-Cycle & Watersports
3300 Cortez Road West
Bradenton, Fl 34207
(800) 393-4754

YAMAHA

When Damon Bradshaw helped design the new YZ250 and YZ125, he only asked for three things: make them faster on the straightaways, stronger out of the corners and smoother over the whoops. He got it all. ❑ Both engines have more power, thanks to new, high velocity cylinder porting and new power valve shapes, plus refined head dome designs and a radical new exhaust pipe that utilizies sonic waves to boost horsepower. ❑ Since they're putting out more muscle, both are equipped with larger radiators for consistent temperatures at racing speeds. Plus there's a bigger airbox, with a unique under-seat intake duct, to feed the engine big gulps of cool, fresh oxygen. ❑ The new frames have almost 50% more rigidity, yet still maintain their ultra light weight. And a new Deltabox swingarm, along with a new advanced shock linkage system, improve both handling and ground clearance, especially on whoop-infested tracks. ❑ Since the YZ250 and YZ125 have more performance, the suspension was also refined. The front forks have new valving for quicker response and a smoother ride. And the rear shock's adjustment settings are more responsive and more noticable, so you can fine-tune the suspension quicker and easier. ❑ The whole machine is slimmer, faster and smoother. ❑ The new YZ250 and 125. They're faster, stronger and tougher. Just what Damon asked for. ❑

See the 1993 Yamaha YZ's at these Participating Dealers

GAINESVILLE
Streit's Honda Kawasaki Yamaha
4820 N.W. 13 Street
Gainesville, Fl 32609
(904) 376-2637

HOLLY HILL (DAYTONA)
Daytona Fun Machines
Honda-Kawasaki-Yamaha
450 Ridgewood Ave.
Holly Hill (Daytona), FL 32117
(904) 238-0888

KISSIMMEE
Kissimmee Yamaha-Suzuki
2390 N. Highway 441
Kissimmee, FL 34744
(407) 846-3232

MIAMI
Motoport U.S.A.
1200 N.W. 57 Ave.
Miami, FL 33126
(305) 264-4433

ORLANDO
Cycle Sports Center, Inc.
4001 John Young Pkwy.
Orlando, FL 32804
(407) 299-9191

POMPANO BEACH
Riva Yamaha
3801 N. Dixie Hwy.
Pompano Beach, FL 33064
(305) 785-4820

WEST PALM BEACH
Honda-Yamaha of Palm Beach
2353 N. Military Tr.
West Palm Beach, FL 33409
(407) 683-1642

GA ALBANY
Honda-Yamaha of Albany
2801 Pointe North
Albany, GA 31707
(912) 883-5720

BLUE RIDGE
Blue Ridge Yamaha
Appalachian Hwy
Blue Ridge, GA 30513
(706) 632-8700

CANTON
Yamaha of Canton
9450 Knox Bridge Hwy - Hwy 20 W
Canton, GA 30114
(404) 479-3340 or 479-4501

FAYETTEVILLE
Cycle Specialty
1852 GA Hwy. 85
Fayetteville, GA 30214
(404) 461-3541

IL COLLINSVILLE
Collinsville Yamaha
504 Vandalia
Collinsville, IL 62234
(618) 345-9889

DOWNERS GROVE
DGY Racing
330 Ogden Ave.
Downers Grove, IL 60515
(708) 971-2602

LIBERTYVILLE
Northern Illinois Hon.-Yam.-Suz.
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7110

OTTAWA
Leipold Motor Sales Inc.
Rt. #6 East
Ottawa, IL 61350
(815) 433-0713

WOODSTOCK
Cycle Craft Yamaha
1000 S. Eastwood Dr.
Woodstock, IL 60098
(815) 338-6454

IN NEW ALBANY
Suz.-Yam. of New Albany, Inc
1801 E. Spring Street
New Albany, IN 47150
(812) 945-2636

MA PHILLIPSTON
Cycle Design
Route 2A
Phillipston, MA 01331
(508) 249-2244

QUINCY
Freddy's Cycle Center
92-94 Franklin Street
Quincy, MA 02169
(617) 847-0001

MD BALTIMORE
Pete's Cycle Company
5001 Hartford Road
Baltimore, MD 21214
(410) 254-9611

HAGERSTOWN
Twigg Cycles Inc.
34 N. Cannon Ave.
Hagerstown, MD 21740
(301) 739-2773

WHITE PLAINS
Atlantic Cycle & Power
4420 Rt. 301
White Plains, MD 20695
(301) 870-7173

MI GRAND RAPIDS
Shawmut Hills Sales
2807 Lake Mich. Dr. N.W.
Grand Rapids, MI 49504
(616) 453-5467

HASTINGS
M/C Supply Ltd.
2398 S. Bedford Rd.
Hastings, MI 49058
(616) 945-2782

HILLSDALE
Winners Circle Yam
1360 Bankers Rd.
Hillsdale, MI 49242
(517) 437-7513

LINCOLN PARK
Bright Kawasaki-Yamaha
3954 & 3955 Dix
Lincoln Park, MI 48146
(313) 382-1220

MO FESTUS
Gary Surdyke Yamaha-Husaberg
1305 Highway 61
Festus, MO 63028
1 (800) 748-8454

WASHINGTON
J & W Cycles
Hwy. 47
Washington, MO 63090
1 (800) 748-8098

W. QUINCY
TNT Action Sports
Hwy. 24
W. Quincy, MO 63471
(314) 393-2226

NH HUDSON
Hudson Cycle Center, Inc.
2 Flagstone Dr.
Hudson, NH 03051
(603) 882-1573

LEE
Leightons Yam.-Suz.-Kaw.
29 Calef Hwy.
Lee, NH 03824
(603) 868-7550

NC FAYETTEVILLE
Cunningham Cycle World
4424 Bragg Blvd.
Fayetteville, NC 28303
(919) 864-1101

GARNER
Yamaha of Raleigh
807 US 70 E
Garner, NC 27529
(919) 772-5979

GASTONIA
Hamme Hon.-Yam.-Kaw.
319 N. Broad St.
Gastonia, NC 28054
(704) 866-4110

HENDERSON
Brewer Cycles Inc.
U.S. 158 West Bypass
Henderson, NC 27536
1 (800) 368-2580

YAMAHA

The all new YZ80 is screaming proof that small is very serious. ❑ Totally new from ground up, it has a stronger, more powerful crankcase reed valve engine, with a cylinder that's impregnated with ceramic composites for better heat dissipation and longer life. ❑ There's all new gear ratios designed for the demands of bigger tracks. And a beefy, large clutch with an easier pull ratio. It's so tough, it won't fade under constant use. ❑ The YZ80 now has massive inverted front forks with unique spring rates and valving for the ultimate in stable steering and smoothness. And a new rear shock with a new spring and damping settings for rough conditions.❑ Just like the bigger bikes, it's complete with a computer designed aluminum Deltabox swingarm for precision handling. ❑ The all new YZ80 has a high rigidity frame which allows larger riders to go faster without frame flex. The new YZ80. It doesn't just look like the bigger bikes-it performs like one too. It's exactly what you need to track down the big trophies. ❑

See the 1993 Yamaha YZ's at these Participating Dealers

SHELBY
Roy's Kawasaki Yamaha & Polaris of Shelby
1715 East Dixon Blvd.
Shelby, NC 28150
(704) 482-5946

ND FARGO
University Motors
1920 12th Ave. No.
Fargo, ND 58102
(701) 235-6478

NJ BOUND BROOK
Rick's Cycle Center Inc.
14-16 W. Main St.
Bound Brook, NJ 08805
(908) 356-1193

LODI
Bergen Sport Cycles Inc.
30 Route 46 East
Lodi, NJ 07644
(201) 641-0100

HAMMONTON
Motion Ent. Hon-Yam-Kaw-Suz
629 White Horse Place
Hammonton, NJ 08037
(609) 561-8181

PASSAIC
F.W. Speer Yamaha
7 Main Ave.
Passaic, NJ 07055
(201) 778-6256

PLEASANTVILLE
Motion Ent. Hon-Yam-Kaw-Suz
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

POMPTON PLAINS
Kawasaki-Yamaha Sport Center
566 Rt. 23 North
Pompton Plains, NJ 07444
(201) 831-1930

RAMSEY
Yam.-Kaw.-Suz. of Ramsey
995 Rt. 175
Ramsey, NJ 07446
(201) 825-3333

NY WATKINS GLEN
Lanes Yamaha Inc.
3500 Rt. 14
Watkins Glen, NY 14891
(607) 535-7574

OH CANFIELD
Andrews Yam.-Kaw.-Suz.
4546 St. Rt. 224
Canfield, OH 44406
(216) 533-2241

CINCINNATI
Beechmont Yamaha
600 Mt. Moriah Drive
Cincinnati, OH 45245
(513) 752-0088

COLUMBUS
ASK
3988 E. Broad St.
Columbus, OH 43213
(614) 235-7733, 871-3711

COLUMBUS
Hinds Kawasaki-Yamaha
2600 N. High St.
Columbus, OH 43202
(614) 267-0318

DAYTON
Joe's Cycle Shop, Inc.
3315 North Dixie Drive
Dayton, OH 45414
(513) 278-8081

GROVE CITY
ASK Yamaha
2460 Old Stringtown Road
Grove City, OH 43123
(614) 871-3711

LANCASTER
Lancaster Sport Cycles
1830 Old Logan Rd.
Lancaster, OH 43130
1 (800) 767-7394

TOLEDO
Honda East Yamaha Suzuki
1230 Conant St.
Toledo, OH 43537
(419) 891-1230

SALEM
Andrews Hon.-Suz.-Yam.-Kaw.
13134 St. Rt. 62
Salem, OH 44460
(216) 332-8534

OK LAWTON
Dennis Easter Honda-Yamaha
1717 N. Sheridan Rd.
Lawton, OK 73505
(405) 355-1355

MOORE
Yamaha of Oklahoma
2210 S. Service Rd.
Moore, OK 73160
(405) 793-8600

OR BEAVERTON
Beaverton Honda Yamaha
12520 SW Canyon Rd.
Beaverton, OR 97005
(503) 643-5577

HERMISTON
Honda-Yamaha Cycletown-Watersports
Hwy 395
Hermiston, OR 97838
(503) 567-8919

GRESHAM
Yamaha Sports Plaza
1989 E. Powell
Gresham, OR 97080
(503) 666-7091

PA ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

BLOOMSBURG
Speed & Sport Inc.
U.S. 11 South
Bloomsburg, PA 17815
(717) 784-6831

BROOMALL
Cycle City
2555 Westchester Pike
Broomall, PA 19008
(215) 356-2662

COOPERSBURG
Link Cycle
Rt. 309
Coopersburg, PA 18036
(215) 282-4800

LANCASTER
B & B Sales & Service
791 Flory Mill Rd.
Lancaster, PA 17601
(717) 569-5764

PINE GROVE
Zechman's Cycle Center
RD 4, Box 430
Pine Grove, PA 17963
(717) 345-8918

PARRYVILLE
Blocker Enterprises
Route #248, Box 204
Parryville, PA 18244
(215) 377-0440

EMSWORTH
Tracey's World of Cycles
8070 Ohio River Blvd.
Pittsburgh (Emsworth), PA 15202
(412) 766-9211

RI CUMBERLAND
Wheels of Freedom Cycle
954 Mendon Road
Cumberland, RI 02864
(401) 334-2340

TN FAYETTEVILLE
Fayetteville Kaw.-Suz.-Yam.
Huntsville Highway
Fayetteville, TN 37334
(615) 433-0181

MURFREESBORO
Sloans Honda Yamaha
2233 N.W. Broad St.
Murfreesboro, TN 37129
(615) 893-0150, 1 (800) 341-1681

TX AUSTIN
Bill Kasson Yamaha
2603 S. Congress
Austin, TX 78704
1 (800) 252-7004

BEAUMONT
Golden Triangle Cycle Center, Inc.
1625 College
Beaumont, TX 77701
(409) 838-4746

FORT WORTH
Yamaha of Texas
5709 Airport Fwy
Fort Worth, TX 76117
(817) 831-0903

GAINESVILLE
Rogers Yamaha
Rt. 2, Box 22 A (West Hwy 82)
Gainesville, TX 76240
(817) 665-4202

YAMAHA

and you're going to get the works

Reserve a new YZ, and get our $500 Works Kit free.

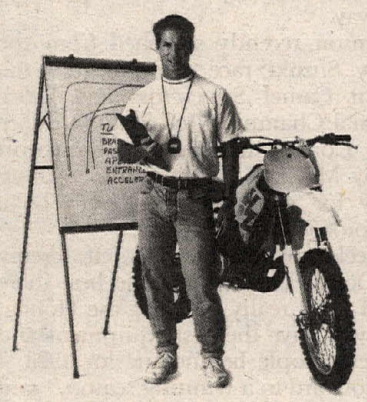
And dig what you get: A free session at a Ricky Johnson Track Techniques Clinic. And the most sought-after tires in racing. Dunlop's K695IT rear features a tall, open-spaced knob pattern for outstanding grip and self-cleaning. The K490IT front features a knob pattern for hard braking and traction over a variety of lean angles. You also get a Complete Top-End Package, a case of YamaLube Premix Racing Oil and a YZ Works Stand. *

All told, that's about a $500 value. So just put down a $200 deposit on a new YZ before November 30, and we'll give it to you good.

Of course, you're also guaranteed the best MXer on earth at a great price. And the only one out there with a 30-day warranty.

So hurry to your participating Yamaha dealer today and sock away a new YZ. You'll get a lot more than you bargained for, that's for sure.

**Works stand not included in YZ250 kit. Works kit subject to availability. Allow 6 to 8 weeks for delivery. Must take delivery of 1993 model YZ80, 125 or 250 by December 31 1992. Dealer participation may affect availability. Free Ricky Johnson clinic available with new and non-current YZ or WR models purchased between 9/1/92 and 5/31/93. Limited warranty does not apply to units being raced.*



Free one -day clinic, "Track Techniques by Ricky Johnson He's a god . You wanna be. Here's your chance.

To continue enjoying the thrill and fun of motorcycling, we must continue to do our part and ride responsibly. ❑ Always remember to review your Owner's Manual before you ride. Check all your equipment, always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Keep your bike well-maintained.❑ Never ride a YZ on paved surfaces or public road; never carry passengers; never engage in stunt riding; avoid excessive speed. YZ's are intended for closed course competition only. ❑ Provide parental supervision when a motorcycle is being operated by a minor. ❑ Beginners should be extremely cautious, and allow extra time and distance for maneuvering and braking. Always ride well within the limits of your abilities, never beyond them.❑ Please be resonsible and "tread lightly". ❑ Do not drink and ride. It is illegal and dangerous. ❑ Professional riders depicted on a closed course. ❑ Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further Information regarding the MSF course, please call 1-800-447-4700. ❑

Model	YZ250	YZ125	YZ80
Engine Type	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single	Liquid-cooled 2-stroke single
Bore x Stroke	68.0 x 68.8mm	56.0 x 50.7mm	47.0 x 47.8mm
Compression Ratio	9.0-10.8:1	9.1-10.3:1	8.6:1
Carburetion	Mikuni TM38SS	Mikuni TM35SS	Mikuni VM26SS
Transmission	5-speed	6-speed	6-speed
Seat Height	39.3"	39.3"	33.6"
Wheelbase	58.9"	57.7"	49.5"
Ground Clearance	15.5"	15.6"	13.7"
Dry Weight	214 lbs.	193 lbs.	146 lbs.
Fuel Capacity	2 gal.	2 gal.	1.3 gal.
Front Suspension	Telescopic 12.2"	Telescopic 12.2"	Telescopic 10.8"
Rear Suspension	Monocross 12.8"	Monocross 12.8"	Monocross 11"
Front Brakes	245mm disc	245mm disc	220mm disc
Rear Brakes	220mm disc	220mm disc	190mm disc
Front Tires	80/100-21	80/100-21	70/100-17
Rear Tires	110/90-19	100/90-19	90/100-14
Colors	White/Purple	White/Purple	White/Purple

30 day limited warranty. Limited warranty does not apply to units for racing. Warranty terms are limited. See your Yamaha dealer for details. Specifications to change withour notice. ❑

See the 1993 Yamaha YZ's at these Participating Dealers

GARLAND
Forest Lane Yamaha
2905 Forest Lane
Garland, TX 75042
(214) 276-5026

WA BREMERTON
The Brothers
Honda, BMW, Yamaha, Ducati
5205 First Street
Bremerton, WA 98312
(206) 479-6943

KIRKLAND
Eastside Motorsports
11414 - 120th Ave. N.E.
Kirkland, WA 98033
(206) 821-8755

LYNNWOOD
Lynwood Yamaha Inc.
20420 Hwy 99 P.O. Box 9
Lynnwood, WA 98046
(206) 774-0505

WI MILWAUKEE
Panetti Yamaha
7020 N. 76 St.
Milwaukee, WI 53223
(414) 466-4612

HOUSTON
House of Wheels
3511 Houston Ave.
Houston, TX 77009
(713) 869-9136

ENUMCLAW
Enumclaw Suz.-Kaw.-Yam.
408 Roosevelt
Enumclaw, WA 98022
(206) 825-4502

LONGVIEW
Longview Honda/Yamaha
1113 Vandercook Way
Longview, WA 98632
(206) 636-1220

TACOMA
Tacoma Yamaha
1222 S. Sprague
Tacoma, WA 98405
1 (800) 640-2196 or (206) 383-BIKE

YAMAHA

Lamson red hot at Perris

By Tony Alessi

PERRIS, CA, OCT. 11

Steve Lamson leveled the competition in the 250cc Pro class aboard former-Camel Supercross Champion Jean-Michel Bayle's factory Honda during the GFI Fall Series opener, held at Perris Raceway.

Lamson recently switched from the factory Suzuki race team to join the current Camel Supercross and 250cc National Champion Jeff Stanton, 125cc West Coast Supercross Champion Jeremy McGrath and newcomer Doug Henry for what he hopes will be a championship year in 1993.

"I feel right at home with Jeff, Jeremy and Doug. The team is the best there is and I feel really good on the Honda. I know I have the best equipment and the best people behind me for 1993, I look forward to a winning season," said Lamson.

Tony Amaradio holeshot the first moto followed by Mike Chamberlain and Donald Upton. Lamson narrowly avoided a second turn pileup, but the time lost avoiding the carnage left him out of the top 10. Chamberlain shot past Amaradio by the start of the second lap and instantly opened up a small lead. Craig Decker entered the frame after a mid-pack start and was soon challenging Upton for third. Decker wasted little time chasing Upton, and moved past and into third.

By the fifth lap of the 15-lap moto, it became evident that Lamson was the fastest rider on the track. Lamson moved into fifth behind Upton, and within two turns was fourth behind Decker. Decker fought back repeated challenges from Lamson, but after two laps he too fell victim to Lamson's pressure.

The next rider that Lamson would catch was Amaradio, who was running a solid second. That too, was soon to change as Lamson caught and passed Amaradio during the next lap. Lamson set his sights on leader Chamberlain, but like the rest of the competition, he too was no match for Lamson. Lamson simply powered past and roosted away for the moto win. Chamberlain finished the moto second, while Upton, Decker and Albrecht rounded out the top five.

Chamberlain shot to the front of the pack at the start of the second moto while the rest of the riders jockeyed for position. Lamson emerged second as the riders rounded the first lap with Amaradio, Albrecht and Upton in tow.

Lamson dashed along the inside of Chamberlain during the second lap and took the lead. With that, Lamson screamed his Honda around the track, while setting a pace that was unequaled by any other rider.

Lamson went on for a landslide victory while Chamberlain again crossed the line in second. Amaradio finished third a distance behind Chamberlain, while Willie Surratt made a remarkable charge from nearly last to fourth at the finish.

Lamson collected the lion's share of the 200% Pro payback and left an impression on the competition that won't soon be forgotten.

Chamberlain may have settled for second in the 250cc class, but he was without a doubt the star in the 125cc Pro class. Chamberlain battled his way past a determined Amaradio in the first moto to score the eventual win. In the second moto, it would be Dana Wiggins who provided the excitement for Chamberlain.

Wiggins was riding with a fast, controlled pace, but Chamberlain finally stormed past the Honda rider near the halfway point in the moto.

Once into the lead, Chamberlain pulled away for the moto and overall win. Craig Decker rode with true persistence and was rewarded with a late-race pass on Wiggins for second.

Kenny Maddux turned a lot of heads by taking the holeshot in the first 250cc Intermediate class moto. Maddux originally signed up for the Novice class, but the GFI rider classification committee detemined that Maddux should be riding the Intermediate class. Maddux proved them correct as he battled with Denni Dahlin throughout the entire moto for the lead. Dahlin appeared to be a bit more experienced and scored the win, while Maddux rode an impressive race for second followed by R.C. Bennett, Brian Curtis and Kevin Geyer.

The second moto saw Kelly Pichel, Bennett and Maddux running in the front three places while first moto winner Dahlin was way back in the pack and well out of the top 10.

Dahlin was riding with a vengence and began to pass riders two and three at a time while quickly moving up towards the leaders. Bennett displaced Pichel and moved into the lead spot as both Geyer and Dahlin moved into the top five. Both Pichel and Maddux began to fade, dropping back to sixth and seventh, respectfully.

The race for the lead spot quickly developed into a battle between Bennett and Dahlin. The two riders battled for three laps, but Dahlin seemed to have a sharper edge and made the pass. For all intent and purposes, the race was over. Dahlin smoked away for the moto and overall win, followed across the line by Bennett and Geyer. CN

Results

50 FIRST TIMER: 1. Nathan Pamintuan (Yam); 2. Charlie Jenkins (Yam); 3. Chris Reyes-Ponce (Suz); 4. Garrett Williams (Yam); 5. Mike Alessi (Yam).

50 STK D-1: 1. Jason Ciarletta (Yam); 2. Cale Wallace (Yam); 3. Ryan Picard (Cef); 4. Ryan King (Yam); 5. Dave Freeman (Yam).

50 STK D-2: 1. Chad Munn (Yam); 2. Ryan Hays (Yam); 3. Jon Lozon (Yam); 4. Nicholas Wells (Yam); 5. Andrew Renshaw (Yam).

50 MOD D-1: 1. Jason Ciarletta (Yam); 2. Cale Wallace (Yam); 3. Nick Alvarez (Yam); 4. Clinton Ainssworth (Yam); 5. Ryan Picard (Cef).

50 MOD D-2: 1. Chad Munn (Yam); 2. Victor Nunez (Yam); 3. Andrew Renshaw (Yam); 4. Ryan Hays (Yam); 5. Jonathan Lehman (Suz).

60 0-8: 1. Dylan Lrod (Kaw); 2. Chad Gaumer (Kaw); 3.Jeremy Keiper (Kaw); 4. Jason Ciarletta; 5. Ryan Picard (Cef).

60 9-11: 1. Bryan McGavran (Kaw); 2. Sean Hamblin (Kaw); 3. Jonathan Shimp (Kaw); 4. Dustin Watson (Kaw); 5. Chris Hunsinger (Kaw).

80 BIG WHL: 1. Marvin Gaye (Kaw); 2. David Ramsey (Kaw).

80 BEG: 1. Sean Hamblin (Kaw); 2. Randy Clark (Kaw); 3. Tyson Taylor (Hon); 4. Oscar Valdez (Hon).

80 NOV: 1. Danny Carlson (Kaw); 2. Josh Fink (Kaw); 3. Erik Helma (Kaw); 4. Bryan McGavran (Suz); 5. Joe Minor (Suz).

80 INT: 1. Dustin Nelson (Suz); 2. Josh Tarantino (Suz); 3. Jiri Dostal (Suz); 4. Andy Harrington (Suz); 5. Jerry Aleman (Suz).

125 BEG D-1: 1. Danny Guernsey (Kaw); 2. Joe Ryan (Yam); 3. Eddie Baucom (Suz); 4. Erik Hughes (Kaw); 5. Jason Padilla (Kaw).

125 BEG D-2: 1. Dante Herrero (Kaw); 2. David Eychaner (Suz); 3. Joe Bracamonte (Yam); 4. Lance White (Suz); 5. G.W. Cote (Hon).

125 NOV D-1: 1. Chris Wheeler (Yam); 2. Max Nelson (Yam); 3. Raymond Bowers (Yam); 4. Steve Wamboldt (Hon); 5. Jason Matthews*(Yam).

125 NOV D-2: 1. Ryan Brandenburg (Kaw); 2. Josh Wray (Yam); 3. Matt Wallace (Suz); 4. Darren Rivers (Yam); 5. Rob Anderson (Yam).

125 INT: 1. Steve Andrich (Kaw); 2. R.C. Bennett (Yam); 3. Larry Linkogle (Hon); 4. Eric Wright (Suz); 5. Ty Kady (Kaw).

125 PRO: 1. Mike Chamberlain (Kaw); 2. Dana Wiggins (Hon); 3. Craig Decker (Kaw); 4. Anthony Amaradio (Kaw); 5. Joel Albrecht (Yam).

250 BEG D-1: 1. Geno Prida (Yam); 2. John Turner (Suz); 3. Scotty Thompson (Yam); 4. Beau Gasinski (Hon); 5. Jason Pearce (Suz).

Californian Steve Lamson chose to make his Team Honda debut at the GFI Winter Series and trounced the competition in the 250cc Pro class.

Mike Chamberlain (2), Gordon Ward (4), Craig Decker (75) and Tony Amaradio (305) couldn't hold off a hard-charging Steve Lamson (1).

250 BEG D-2: 1. Wes Foley (Yam); 2. Skip Pulver (Kaw); 3. Joe Ryan (Yam); 4. Danny Wilson (Hon); 5. Mark Ottinger (Yam).

250 NOV: 1. Greg Yearsley (Yam); 2. Tom Witt (Yam); 3. Pat Foster (Yam); 4. Jason Matthews (Yam); 5. Scott McKey (Yam).

250 INT: 1. Dennis Dahlin (Kaw); 2. R.C. Bennett (Yam); 3. Kevin Geyer (Yam); 4. Kenny Maddux (Yam); 5. Ty Kady (Kaw).

250 PRO: 1. Steve Lamson (Hon); 2. Mike Chamberlain (Kaw); 3. Don Upton (Yam); 4. Tony Amaradio (Kaw); 5. Joel Albrecht (Yam).

500 BEG: 1. Roger Oreb (Hon); 2. Shaun Ward (Hon); 3.Mark Fishburn (Yam); 4. Jon Nixon (Hon).

500 NOV: 1. Jim Smith (Hon); 2. Marc Prince (KTM); 3. Todd Varble (Hon); 4. Sterlynn Rigsby (Yam); 5. Scott Hoffman (Hon).

500 INT: 1. Dennis Dahlin (Kaw); 2. Tom Engel (Hon); 3.Kelly Pichel (Kaw); 4. Bobby Hubbard (Hon); 5. Garth Milan (ATK).

500 PRO: 1. Willie Surratt (Hon); 2. Anthony Amaradio (Kaw); 3. Don Upton (Hon); 4. Rex Staten (Hon); 5. Josh Kean (Gob).

+25 BEG: 1. Robert Carpenter (Yam); 2. Duane Raha (Hon); 3. Jamie Young (Yam); 4. Scotty Thompson (Yam); 5. Craig Russell (Kaw).

+25 NOV: 1. Jim Cobham (Yam); 2. John Sain (Yam); 3. Scott McKey (Yam); 4. Rich Barton (Yam); 5. Mark Stroup (Yam).

+25 INT: 1. Bryan Curtis (Yam); 2. Ian Fitzgibbon (Hon); 3. Rod Richardson (Yam); 4. Martin Klossner (Yam); 5. Brian Mansen (Yam).

+30 NOV D-1: 1. L.C. Soto (Yam); 2. Marc Prince (Yam); 3. Steve Donovan (Hon); 4. Frank Villa (Suz); 5. Greg Mazzio (Yam).

+30 NOV D-2: 1. Patrick Flynn (Kaw); 2. Brady Schmidt (Hon); 3. Robert Moore (Hon); 4. Robert Nunez (Yam); 5. Tony Parsons (Hon).

+30 INT: 1. Rod Richardson (Yam); 2. Robert Sheldon (Yam); 3. Tom Engel (Hon); 4. Mark Duval (Hon); 5. Steve Pieattoni (Suz).

+30 PRO: 1. Rex Staten (Suz); 2. Robert Weber (Hon); 3. Mark Johnson (Suz); 4. Duane Chadblough (Hon).

+35 NOV: 1. Steve Donovan (Hon); 2. Brad Morrison (Hon); 3. Andrew Graham (Suz); 4. Jim Dixorio (Yam); 5. Tony Parsons (Hon).

+35 INT: 1. Jon Miller (Yam); 2. Marc Crosby (Yam); 3. Joel Harriott (Yam); 4. Karl Scanlan (Yam); 5. Chuck Wheden (Yam).

+40 NOV: 1. Erv Rolfe (Yam).

+40 INT: 1. Karl Scanlan (Yam); 2.Adrian Mesa (Yam); 3. W.G. Wilson (Suz); 4. Lane Ramsey (Yam); 5. Russ Sears (Kaw).

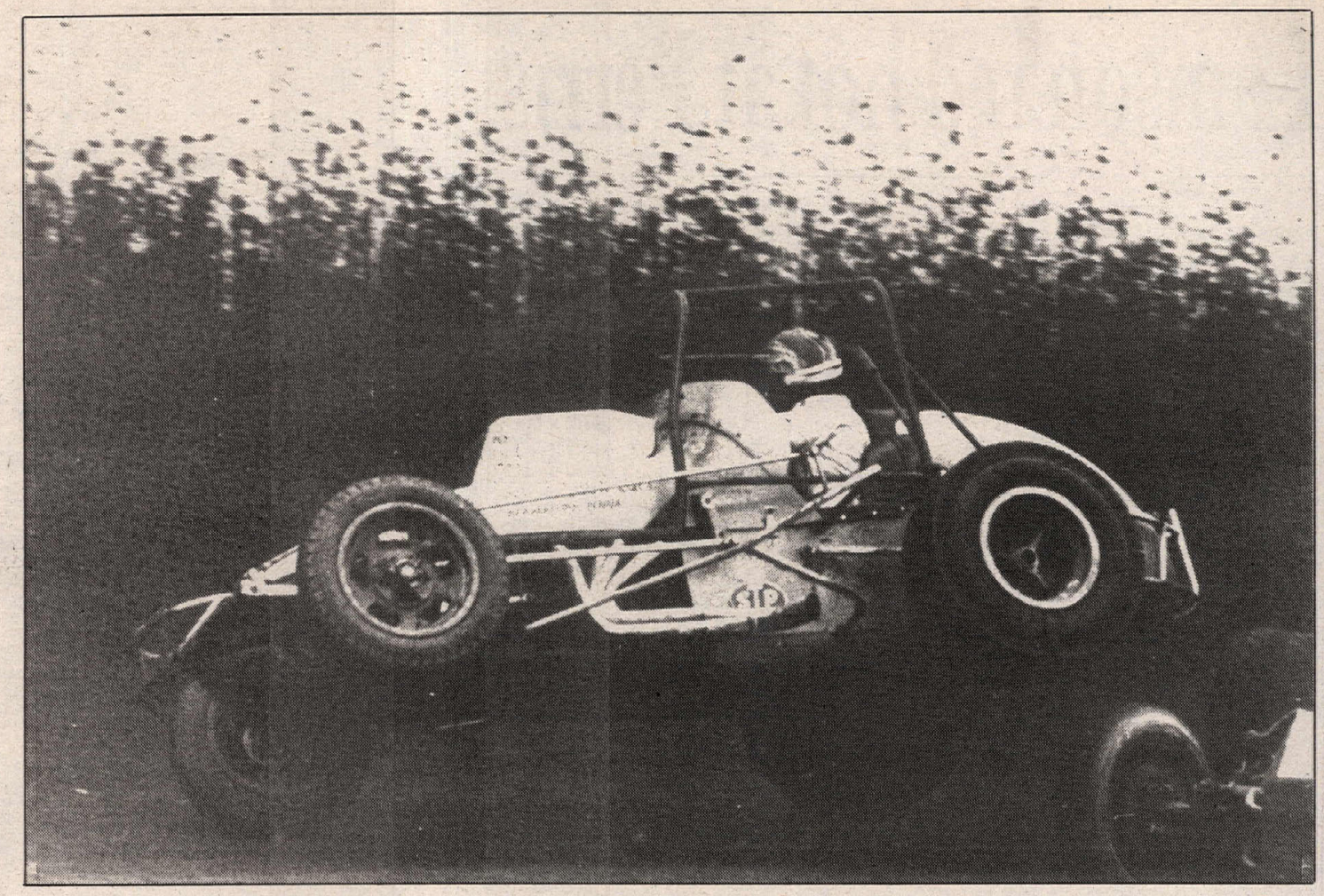
+40 EX: 1. Jon Miller (Yam); 2. Robert Fortier (Hon).

WMN: 1. Mercedez Gonzalez (Kaw); 2. Tami Rice (Suz); 3. Jamie Pamintuan (Suz); 4. Judy Stark (Yam); 5. Brenda Hannah (Suz).

COLUMN Time Forgotten

Shoo!

By Joe Scalzo



Even during his great period, roughly between 1972 and 1976, before racing debilitated him, Jan Opperman was judged bizarre. Nobody could really say what he was.

He'd lived too long in the counterculture among the outlaw longhairs and evangelical fanatics; additionally, he was always traveling, always barnstorming, and so charged with energy that he never stopped to clarify himself.

But, almost in spite of himself, Opperman did make one stab at explaining why he was the fastest dirt track race driver of his era. It happened during an impromptu press conference at the 1974 Indianapolis 500, when he defined himself by saying, "I owe everything to . . . motorcycles." There was a moment of surprised silence, and then he continued, "No matter how hard I drive a race car, it always seems like I'm taking it easy, compared to how I used to race those canyon roads."

Those "canyon roads" — legend in their time — were the unpaved back highways out in the hill country behind Oakland, where every aspiring steeplechaser or flat-tracker in northern California made his rite of passage. Climbing, falling, doubling back on themselves, the roads were harrowing and sensual. And Opperman, who often was attacked for getting carried away by his own passions, became especially passionate: "Imagine . . . 25 of us racing together up through the streets of Castro Valley, then back into those hills. And not on a bunch of little two-stroke ring-dings, but heavy and clumsy old-type motorcycles, BSA Gold Stars and Triumph 40-inchers, sometimes pumped bigger than 40 inches, because we dearly loved the way a four-stroke ran, especially when you cammed it.

"Shoo, what full tilt, let-it-all-hang-out joy! And what marvelous schooling it was learning to be a motorcycle racer and having to charge wide-open into impossible situations. Sometimes you got the crap knocked out of you, but it didn't seem to make you feel any better to worry about it, and usually it made you feel worse. Praise the Lord, those were some great lessons I learned about endurance, stamina, and courage racing motorcycles in the Oakland hills." He was barely a high school junior at the time.

Jan Opperman was a nice boy, an extremely friendly and sharing boy, and sharing, to him, was what the experience had been about: sharing all the danger and adrenaline constantly flickering across the Oakland hills.

Sharing was the philosophy the original flower children were embracing, too. So San Francisco became his new orientation.

Out on Haight-Ashbury, everybody was exchanging their money, food, grass, and girls. Opperman willingly joined this seemingly insane generosity. He also visited that mysterious hippie institution, the Golden Gate Church, hotbed of spiritualism and seances. Stop motorcycle racing, a medium whispered. He obeyed.

But he caught mono, and took a sabbatical on the oceanfront near Santa Cruz.

Next he met a burned-out race car mechanic who was himself dreaming of abandoning the straight world and taking a sabbatical of his own.

"You teach me to be a race driver," Opperman proposed. "I'll teach you how to be a hippie. Deal?"

The mechanic got him out of California and off to the dreamy Midwestern farmlands, and the county fair theatre of unlimited sprint car racing.

Opperman's earliest blunderbuss had a screaming monster engine borrowed from a crop-duster airship. It had hurtling power, but was hard to turn. Yet the credo of the Oakland hills held fast: charge wide-open into impossible situations no matter what. And Opperman began winning.

He now lived on the great, lonely, plains of Nebraska, in a colony of innocent, shit-kicking farmers. Sharing still being his ideal, he came calling on a neighbor with a sack of grass. But the neighbor, a soft-hearted religious fanatic, blind-sided Opperman with his holy fervor, and Opperman departed totally re-oriented, possessed by the zeal of the born-again Christian.

Opperman never, ever, did anything halfheartedly. In time he became a loosely -ordained minister — a charismatic, devout, old-time evangelical roarer whose scoarching exhortations said, mainly, "Love your neighbor!"

The paradox never stopped. The one Opperman was preaching God's love to his growing flock. The other Opperman was racing and doling out beatings and humiliation to anybody who got in his way on the dirt track.

Then he got brilliant. By the early 1970s he was over in central Pennsylvania, occupying the remote old ramshackle farmhouse above the Susquehanna River where he recruited and organized a slap-happy team comprised of one very decrepit orange hulk of a sprint car; a band of ragamuffin hippie helpers, all in their teens; and a cantankerous, workaholic, old wreck of a mechanic and car builder. Every member of this devoted menage was prepared to die for Opperman, if necessary.

They evolved into an almighty force which at a moment's notice could mobilize and raid any dirt track in the country, and, just about all the time, win. And because of what Opperman started, every sprint car driver worth his salt in the 1990s still has to be a bleary-eyed, exhausted traveler, campaigning at least 90 times a season in two or three dozen states.

And how, exactly, did Opperman race during those epochal years? So near and over the limit that even his wife and hippie entourage at times turned their faces to avoid the anxiety of having to watch him. "Chickens," Opperman reproached them.

In 1974, after seasons of blissful existence among wild bikers, freaky hippies, werewolf spiritualists, obsessed holy rollers, and other exciting non-conformists, Opperman turned his attentions on the most conformist, insular, but biggest automobile contest of them all, the Indianapolis 500. He decided he had no choice. Aged 34, he was sure advancing age was erroding his reflexes and talents.

His presence created a small sensation. Arriving at the Speedway gates, he was wearing his usual regalia, i.e. the Jesus Is Lord buttons, the necklace with the beartooth gifted to him by his deceased younger brother, the zodiac bracelet, etc.

Clothed in torn and fading jeans, mocassins with holes worn in them, a motley orange T-shirt from a celebrated but bankrupt Pennsylvania speed shop, and an outrageous old hat to cover his pate (he was always vain about his premature baldness), Opperman, holding hands with his five-year-old daughter, crashed the doors of the wealthiest team on the grounds. He practically dared them to throw him out. He was given a race car instead.

Having absolutely no knowledge of an Indy-type car, especially one with the howitzer kick of the 900 horsepower turbocharged Offenhauser, Opperman had to work hard. At last he qualified next-to-last.

He was facing 32 formidable adversaries. He overtook 21 of them in 215 miles, then had a right rear tire puncture. Indy was anti-climax he decided. Just another ecstatic ride. No more, no less.

He departed on another sojourn. He passed a year in the far mountains of Montana, organizing a ranch for wayward kids.

When he got back he seemed newly conscious of his own immortality, as when posting a note declining to go on a motorcycle ride: "My old carcass is already beat up . . . put me on a motorcycle and I know I couldn't control myself . . . immediately I'd flick the throttle wide-open, because that's the only way I ever rode a motorcycle. Shoo!"

A year later, at another car race, the end seemed to come. He was second and pressing so hard that the leader spun out, and Opperman turned over his own car missing him. But the wheel of still another car entered the cockpit and struck his skull.

Head injuries are tricky. For nearly five miserable years Opperman convalesced, having more bad days than good ones. The licensing requirements of outlaw racing are lax; ultimately he talked his way back into a race car, almost immediately overturned and bashed his helmet on the heavy-gauge rollover bar there to protect him. And that really was the end.

The denouement is hateful, ugly, horrible. For the last decade Jan Opperman has semi-existed in a state of utter dependency, unable to care for even his most basic needs. His condition is dangerously fragile. Racing occasionally conducts charity benefits in his name, but medical expenses are high. At this summer's big meet at Knoxville, Iowa, Opperman's octogenarian parents were manning a concession booth, reduced to selling souvenir T-shirts to support him.

"In this world we're all neighbors," Jan Opperman once preached, "And, baby, we got to love us all!" That was when he was accustomed to helping others, never realizing he'd one day need the most help of all.

Here is the address of the Jan Opperman Trust Fund: Box 715, Ipswich, MA 01938. CN

SEX

ISSUE

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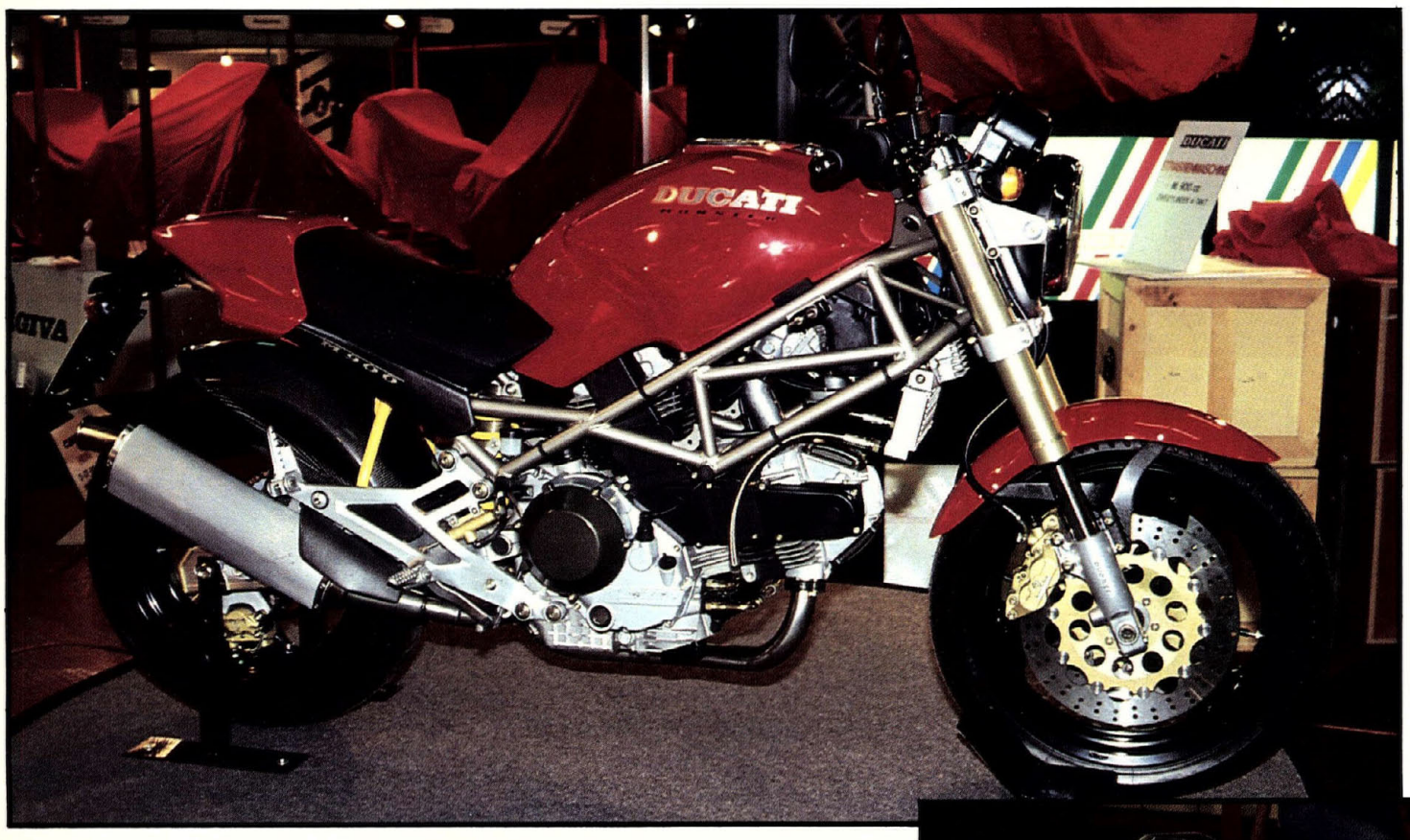

The centerpiece of the Ducati display was the M900 Monstro, which our man on the scene says is "a bike to give V-Max owners inferiority complexes."

European bikes steal show

By Julian Ryder
Photos by Kyoichi Nakamura

The Cologne Show may be the most important European show on the calendar, but 1992 was the first year anyone could remember the European factories dominating the biannual exhibition in Germany so completely. There were exciting new models from Ducati and Triumph, a new-generation Boxer motor from BMW, Bimota showed the beautiful DB2 to the public for the first time, and KTM, with a range of road-oriented trail bikes, showed the over 250,000 attendees that they are back from the dead.

The honorable Japanese exception was Yamaha. Seen on these pages before, the GTS1000 ushers in the era of the non-telescopic fork on a production motorcycle, and interestingly it is on a catalytically cleaned sports tourer voluntarily restricted to 100 horsepower. This is most definitely the shape of things to come as statutory 100 bhp limits proliferate in Europe. It also demonstrates the way in which Yamaha managers are prepared to be different, although the top industrial designer (an Englishman) who did much of the early styling work was dismayed at the way Yamaha had interpreted his ideas.

If the GTS1000 is a leap in the dark, Yamaha's other new offering is anything but. The YZF750R is an OW01 for the masses, complete with EXUP, upside-down fork, aluminium Deltabox frame and all the other Genesis paraphernalia we've come to expect. There is also an SP version for Superbike homologation with 39mm flat-slide carbs, so maybe Fred Merkel will stand a chance in the World Championship Superbike Series in '93. The YZF (a designation it has taken from the factory F1 machines) has the problem that it looks just like all the five-valve 750cc Yamahas that have gone before it and it doesn't have the path-breaking technology of a Honda RC30. However, the German-market price of DM17,200 (22,200 for the SP) is an indication of how competitive the YZF will be with the ZXR750 in the European super-sports market. If those prices really do bear some relation to what it'll cost when it hits the market, this is going to be a lot of motorcycle for a relatively small amount of money.

(Above) The Ducati Desmoquattro Supermono. (Left) The Triumph Daytona — one reason the Triumph display drew the most attention.

(Left below) KTM will produce dual sport versions of their 350, 400 and 550cc four-stroke enduro bikes. (Below) Prototype V-twin KTM.

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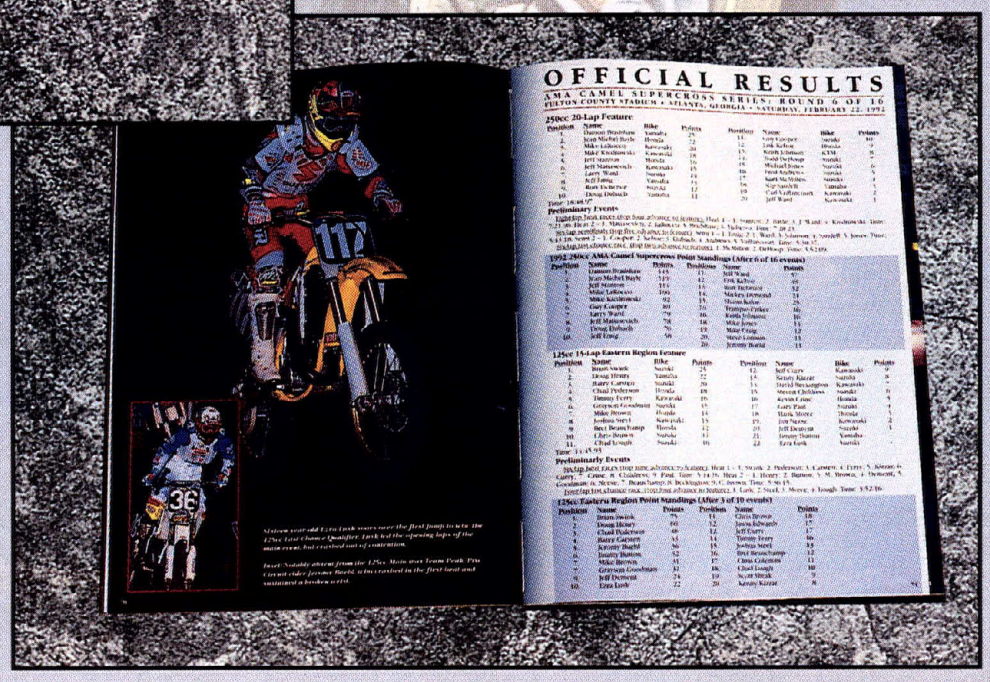

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PRO AMA Racing

Yes, the KTM LC600's front fork is upside-down. Former World Champion Heinz Kinigadner presided over KTM's display.

Back in Europe, the ever-expanding Ducati/Cagiva/Husqvarna empire had the most impressive stand in the show. The centerpiece was the Ducati Monstro, a bike to give V-Max owners inferiority complexes. The M900, to give it its proper name, uses a 900SS motor in a new, muscle bike style. There is no fairing, just a totally exposed ladder frame (a new design, not a rehash of the 900SS's) to give a slightly lengthened wheelbase. The Showa shock is vertically mounted and looks to contribute to the slightly raised seat height. In fact, although they've kept the same wheels, brakes and other running gear as used on the 900SS, the Monstro is bigger in all directions. Show opinion was that you'll have a hard time buying a normal 900SS next year because all the motors will be going into Monstros. Ducati management was constantly revising projected production numbers upwards during trade days!

The rest of the Desmo range gets the massively significant updates of black-painted oil coolers and new graphics: the eight-valvers sport 'Desmoquattro' decals, the two-valvers make do with 'Desmodue.' The stand was filled with 888s, Husky dirt bikes, Cagiva military motorcycles, and an air of confidence on the products. They also had what was, by common consent, the most beautiful motorcycle in the vast expanse of the Cologne Messe: the 549 Sound of Singles racer. This 549cc laid-down fuel-injected Desmo revs to a claimed 10,000 rpm, thanks to a rod-and-lever balancing system. Add in Ohlins suspension front and rear, and beautiful, sculptured bodywork and you can understand why the 50 examples to be built are already believed to have received offers of marriage.

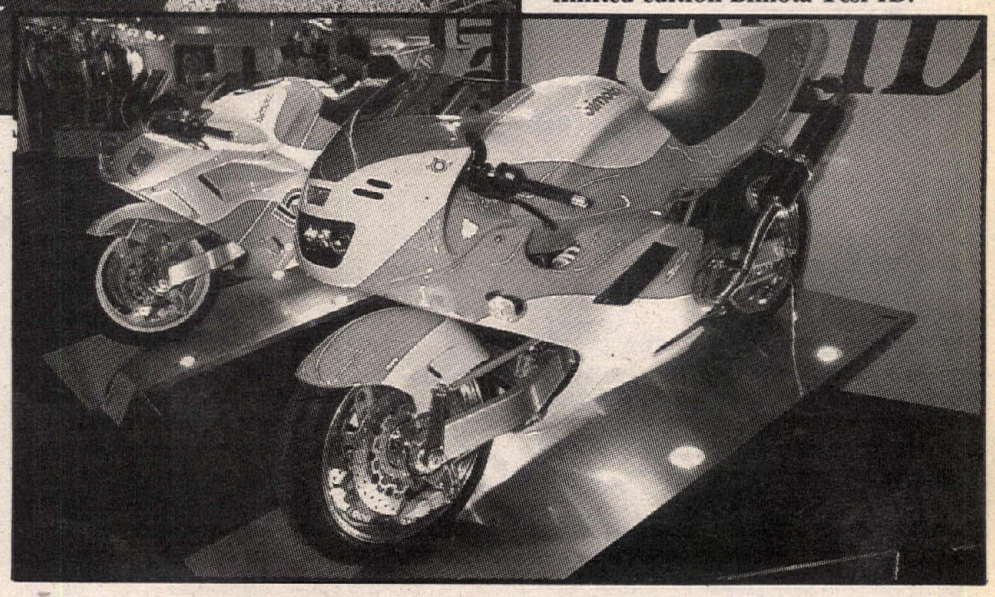
Ducati motors were also much in evidence on the Bimota stand. The Tesi, first seen at the last Cologne Show in 1990, gets a new front shock and a revised fuel-injection system that now features an exhaust gas temperature sensor. There is also a limited-edition Tesi to celebrate 20 years of Bimota motorcycles. Known as the Tesi ID ES, it has received a total restyling job and looks the absolute business. Only 50 will be made, starting mid-October. The DB2 was there too, making its first public appearance. This is the budget Bimota with the 900SS motor, the heir to the DB1, the bike that saved Bimota's commercial bacon in the mid-'80s. The surprise was that they echoed their engine supplier in offering a half-fairing version as well as the fully faired style we'd seen before the show.

Ducati did maintain some Italian tradition by being just a little late setting up their stand, but Laverda's allocated space remained empty for the duration. Another disappointment was the relatively low-key Kawasaki stand; no sign of the much rumored — and expected — new Supersports 600, and only mild revisions to the ZZ-Rs and ZXR750 to boast about. There was, however, an interesting new dual-purpose 650, the KLX650 with its enduro-ready relative the KLX650R. Both use the 100x83mm bore and stroke of the old KL650 motor, but with modified cam profiles and, in the case of the 'R' model, a very light Electrofusion aluminium cylinder as used in the two-stroke KX motocrossers to lose 13 pounds just from the engine room compared to the old KL. The dual-purpose KLX650 puts a bit of that back on with heavier flywheels and an electric start. The frame is the same on both bikes, again sourced from the KX motocrossers, but the R gets an aluminium swingarm which uses the top, rear engine mount as its pivot. Both bikes have 43mm upside-down forks.

Back on the tarmac, Kawasaki has obviously spent a lot of time on the breathing arrangements of the ZXR750 and the 600 and 1100 ZZ-Rs. The ZXR gets the ram-air system used on the F1 bikes (and desperately needed by the Superbike boys to help them keep up with the Ducatis). Gone are the hoover hoses leading from the nose of the fairing, instead a large scoop on the left of the headlamp leads air through the left frame member into a huge airbox, which in turns feeds a plenum chamber for the carbs. At high speeds, the system is claimed to pressurize the intake system. All other changes to the ZXR are minor, although the fairing has had a total redesign. The ZZ-Rs look very similar to last year's models, but just about everything outside the engines had changed. The aluminium frames are all new, the fairings look much sleeker, and like on the ZXR there is a ram-air intake system. This time there are twin scoops in the chin of the fairing feeding big-bore tubes that pass through the frame rails and then into a massive airbox. If the 1993 ZZ-Rs are as big an improvement on the road as they are on the eye, then Kawasaki may be able to look forward to the new year. If the improvements turn out to be in the main cosmetic, then Kawasaki dealers are in for an even harder time.

There were just as few surprises on the Suzuki stand, but they had shown the water-cooled GSXR1100W and the new 600 to the press before Cologne. The GSXR1100, as expected, is a bigger version of the water-cooled 750 that's been in the shops this year. It makes 150 bhp and features the first six-piston brake calipers fitted to a production motorcycle, and it'll need them. The RB600R is, like the GSXRs, water-cooled, but Suzuki says it is not based on any previous model. They claim 100 bhp from the motor, which is used as a stressed member of the frame, and the bike certainly looks sporty, but while Suzuki gave out myriad detail pictures of the swoopy, slatted fairing, it was extremely difficult to obtain specific technical details, like how much the bike weighs. Cutting through the meaningless marketing speak in the brochure, I surmise that Suuzki is trying to make a 600cc in-line all-rounder, not a Supersports race winner. Maybe the budget-priced GSX600 is not long for this world.

Honda, as befits the world leader, put a brave face on things. One completely new model was shown, the CB1000, also known as the Big 1. This, Honda are at pains to point out, is not a retro bike. They prefer to think of it as a modern bike that happens not to have a fairing on it. The gestation of the CB1000 is interesting; it was a private, after-hours project of several Honda engineers who were trying to build the bike they wanted



(Left) Triumph has resurrected the Tiger name, this time it's powered by a three-cylinder engine. (Below) The limited-edition Bimota Tesi 1D.

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11:45 Vet./Ex./Am.	12:30 Wom. & 0-175cc
1:00 Vet./Nov./Beg.	1:45 25cc All
2:15 Team Race (one Bike & Two Riders)	

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Or For Race Info Only
(213) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Present of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Nov. 8	So. Cal M/C Location: Lucerne Valley Info:	Hare & Hound

Road & Dual Sport Schedule
Info: (818) 249-2141

Date	Club	Event
Nov. 15	Abate M/C Awareness Day Location: Info: Bill (213) 932-1277	Road
Nov. 22	ACC Unlimited Location: Info:	Road
Nov. 27-28	LA B to V Location: Info:	Road
Nov. 1	Chaparrals M/C Location: San Bernardino Mountains Info: (818) 791-1913	Dual Sport
Nov. 14-15	Team Dual Dogs Location: Las Padres National Forest Info: (818) 701-1913	Dual Sport
Nov. 27-28	District 37 Location: LA Barstow to Vegas Info: (818) 249-2141	Dual Sport
Nov. 30-Dec. 1	Team Dual Dogs Iron Dog 1000 Location: Info: (818) 701-1913	Dual Sport

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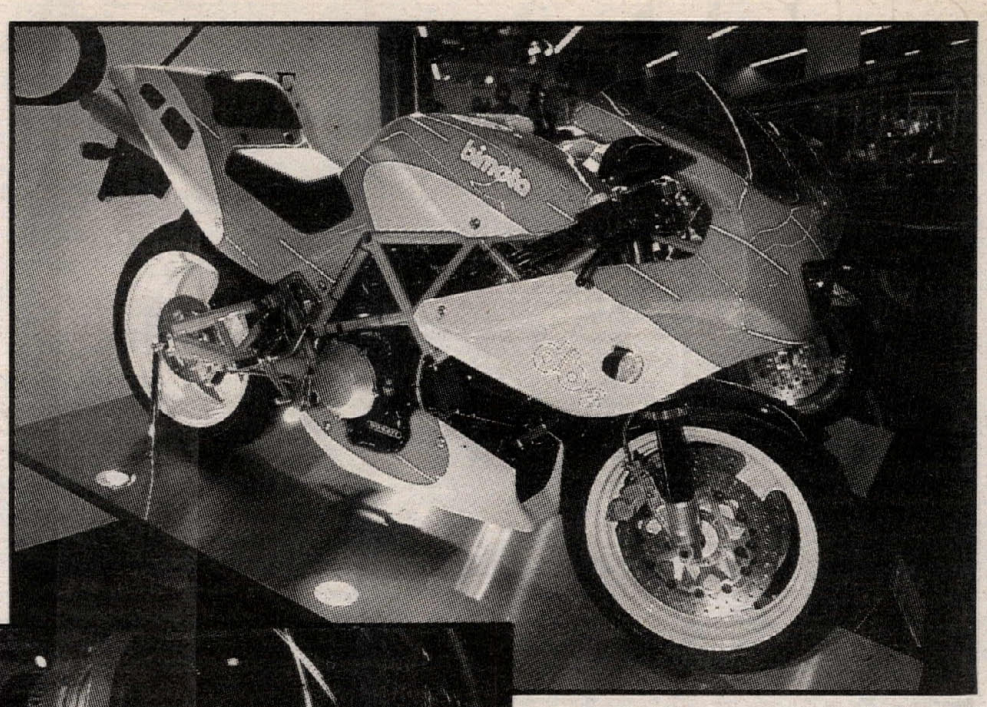
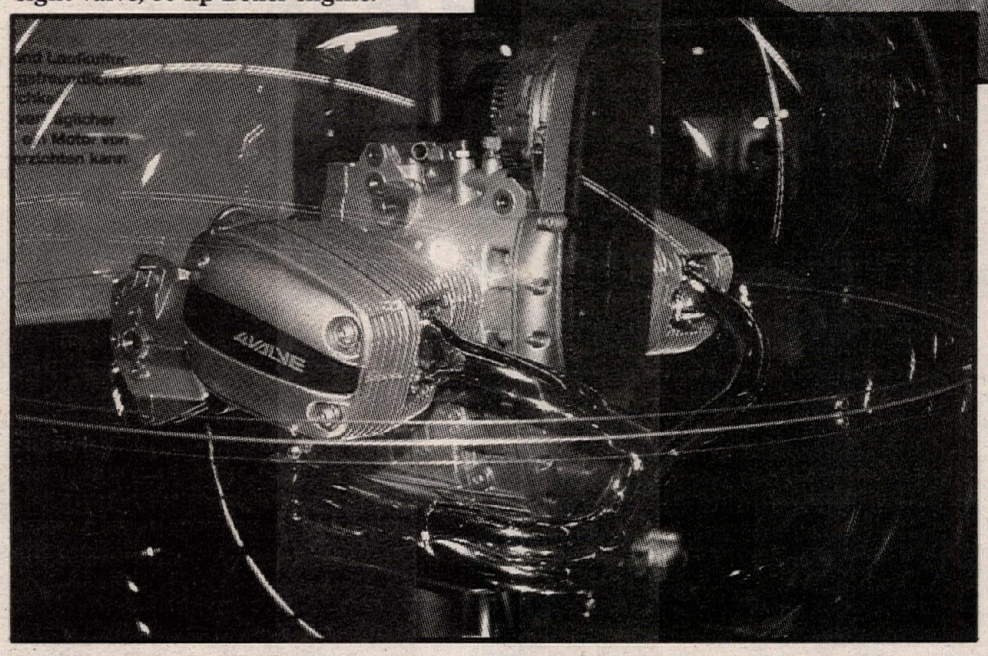
SHOW Cologne 1992

to have. It is much more a big brother of the Japanese-market CB400 Super Four than of the CB750 on sale in Europe. This is a bike, we were promised, with blood in its veins, a bike that is trying to evoke the heyday of the litre bike. It's based around the CBR1000 motor because the designers think that this sort of Honda has to be an across-the-frame four. The lack of fins or chrome on the motor is deliberate, this is a no-frills motorcycle, and a modern one not an imitation of a '70s machine. Significantly, one of the designers' objectives was to build a bike that would appeal to customers in Japan, Europe and the U.S. Maximum torque of the 'retuned' as opposed to detuned motor has been dropped from 8500 rpm to 6000. Should be fun.



(Right) The "budget" Bimota DB2 features the Ducati 900SS engine. (Below) BMW displayed their new eight-valve, 90 hp Boxer engine.



The XRV750 dispenses with most of its off-road pretensions to produce a bike, to quote the press blurb, for the concrete jungle. The seat height has been lowered by 15mm, the seat and tank narrowed and the fairing shortened to make the bike much less cumbersome at low speeds and less intimidating for short-legged riders. The engine remains the same, but the frame, bodywork and tank are all new.

If you're looking for new technology, and you usually look to Honda for that, you should check out the Dual Combined Brake System on the 1993 CBR1000. Externally, the CBR has a sharper-nosed fairing with indicators faired in under the headlamp, but it's the brakes which are really interesting. Each of the three discs is gripped by a three-piston caliper. The front brake lever operates the outer two of pistons on each of the front calipers, but the left front caliper is rotated about its lower mounting by braking torque and operates a secondary master cylinder, which then transmits braking pressure to the outer two pistons of the rear caliper. The secondary hydraulic circuit takes in a proportional control valve which adjusts braking pressure in three steps depending on input pressure. The brake pedal acts directly on the center piston of the rear caliper and the center pistons of the front two calipers, and the front left caliper then activates the secondary master cylinder and — via the proportional control valve — the outer piston of the rear caliper.

Right next to the Kawasaki stand was a company that had been to Cologne once before: Triumph. Cologne 1990 was the first time anyone anywhere saw the new Triumphs in public, this year Triumph's stand attracted more interest than anyone else's. When the British firm first launched their range, the bikes were rather close in identity and lacking confidence — almost apologetic — in styling and image. The bikes Triumph showed at Cologne are spread more evenly across the biking spectrum from an out-and-out sportster — the bright yellow Daytona — to the retro Tridents which now sport paint schemes taken direct from the '70s. Press praise of the customer reaction to the long-stroke versions of the modular three and four-cylinder motors means the only short-stroke motor to survive is in the 750cc Trident.

The other major complaint was the untidy look of the left-hand side of the unfaired motor. That has been addressed with judicious use of plastic covers, helped by a black crinkle finish for the engine and exhaust headers. The seat has been lowered and the rider's and passenger's footrests moved both downwards and forwards. The paint schemes are wonderfully evocative: black with either cream or red panels on the tank, or red with black panels, all with the Triumph logo in gold on the detail color. The new look immediately struck a chord with anyone who remembered the original Tridents.

There is now a half-faired version of the Trident, the Sprint, with a curvaceous twin-headlight fairing and a charcoal finish for the engine, frame and wheels. The rebirth of the British cafe racer? The Daytona 900 gets a much sportier look with upswept silencers and a bolt-on cover for the passenger seat. It may be the same bike as the Trident underneath the fiberglass, but the Daytona now looks like a real sportster and something even more hard edges is promised for the British Show in December.

Another old Triumph name is resurrected with the Tiger, another version of the Trident, this time in the style of the Africa Twin and Super Tenere. Not even the factory is pretending you can take the thing off road, but the substantial fairing and relaxed riding position should make it a great all-rounder. The Tiger gets a 'retuned' motor, peak power is down from 100 to 85 bph and torque is up 2.2 pounds to 82. Sounds like keeping the front wheel down could be difficult. Ironically, British punters will not be able to buy the Tiger because the plastic fuel tank is illegal under British law.

We will have to wait until 1993 for the new BMW Boxer, but BMW showed the new flat-twin engine. It's an eight-valve, 1100cc design making 90 bhp at 7200 rpm and 70 ft. lb. of torque at 5500 rpm and will be fuel injected and have a fully-controlled catalytic converter. The valves are operated by short pushrods driven off camshafts which are carried below the valves; the camshafts are chain driven. It's a design very close to the Dr. John's Guzzi, and indeed the RM Riley my dad used to drive in the '50s.

On their home turf, BMW also showed the new K1100RS. The old K100 is equipped with the K1 motor the LT version got last year, plus a totally new set of bodywork, complete with those fashionable slats, claimed to give improved leg protection. The other new BMW is the R80R, an 800cc version of the R100R retro bike that sold so well in Europe this year.

The most cheerful stand was KTM's, presided over by the giant figure of Heinz Kinigadner, the ex-World MX Champion. The Austrian firm is back from bankruptcy with its eye firmly on the dual-purpose, or street enduro, market. Accordingly there will be an EGS version of the 350, 400 and 550cc EXC four-stroke enduro machines KTM is selling in '93. EGS versions get higher gearing, 20mm less travel on the White Power suspension at either end, and proper pillion accommodation. EXC versus KDX should be a good test for '93.

Just to emphasize their interest in tarmac machinery, there was a prototype Battle of The Twins bike on the KTM stand complete with fuel injection.

I don't know if the Japanese are at all worried by KTM's V-twin, but there was another V-twin hiding on a small stand that most certainly should have them worried. It was another large-capacity prototype V-twin. And it was "Made in Taiwan." CN

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★ '92 Brazilian RR Grand Prix

★ '92 South African RR Grand Prix

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(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150B) '92 Gainesville MX Nationals
50 minutes from Powersports Video.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#78C)'91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#80C)'92 Japanese RR Grand Prix
52 minutes from GP Video.

(#81A)'90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.

(#83C)'92 Italian RR Grand Prix
52 minutes from GP Video.

(#84C)'92 German RR Grand Prix
52 minutes from GP Video.

(#86C)'92 European(Spain) RR Grand Prix
52 minutes from GP Video.

(#87C)'92 Dutch RR Grand Prix
52 minutes from GP Video.

(#89C)'92 French RR Grand Prix
52 minutes from GP Video

(#9 NOT AVAILABLE
52 m

(#93C)'92 Hungarian RR Grand Prix
52 minutes from GP Video

(#96C)'92 Australian RR Grand Prix
52 minutes from GP Video.

(#97C)'92 Brazilian RR Grand Prix
52 minutes from GP Video.

(#98C)'92 Malaysian RR Grand Prix
52 minutes from GP Video.

(#99C)'92 South African RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#136) Over the Edge
Highlights of crashes, slides, bumps, wobbles and close calls during the 1990 and 1991 WERA Pro Series. 52 minutes from Street Smarts Video.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleas! 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, indycars, and power boats. 60 minutes from Powersports Video.

(179) Crash Encounters
60 minutes from Powersports Video

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#148) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turned out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#23A) 1991 Junior Speedway Nationals
First and second division junior riders vie for Jr. National Championship honors at the new Lake Perris, CA track. 70 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110)1990 Blackwater 100
The original "Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to con[redacted] and mot[redacted]utes from Motovideo.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Street Smarts Video.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

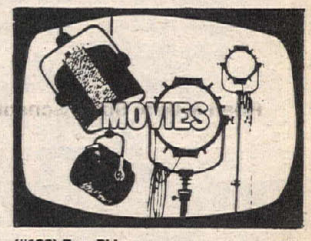
(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers sho show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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____	#95 '89 Paris-Dakar @ 34.95	_____
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____	#97C '92 Brazilian RR GP @ 33.95	_____
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____	#101 Mental Edge @ 33.95	N/A
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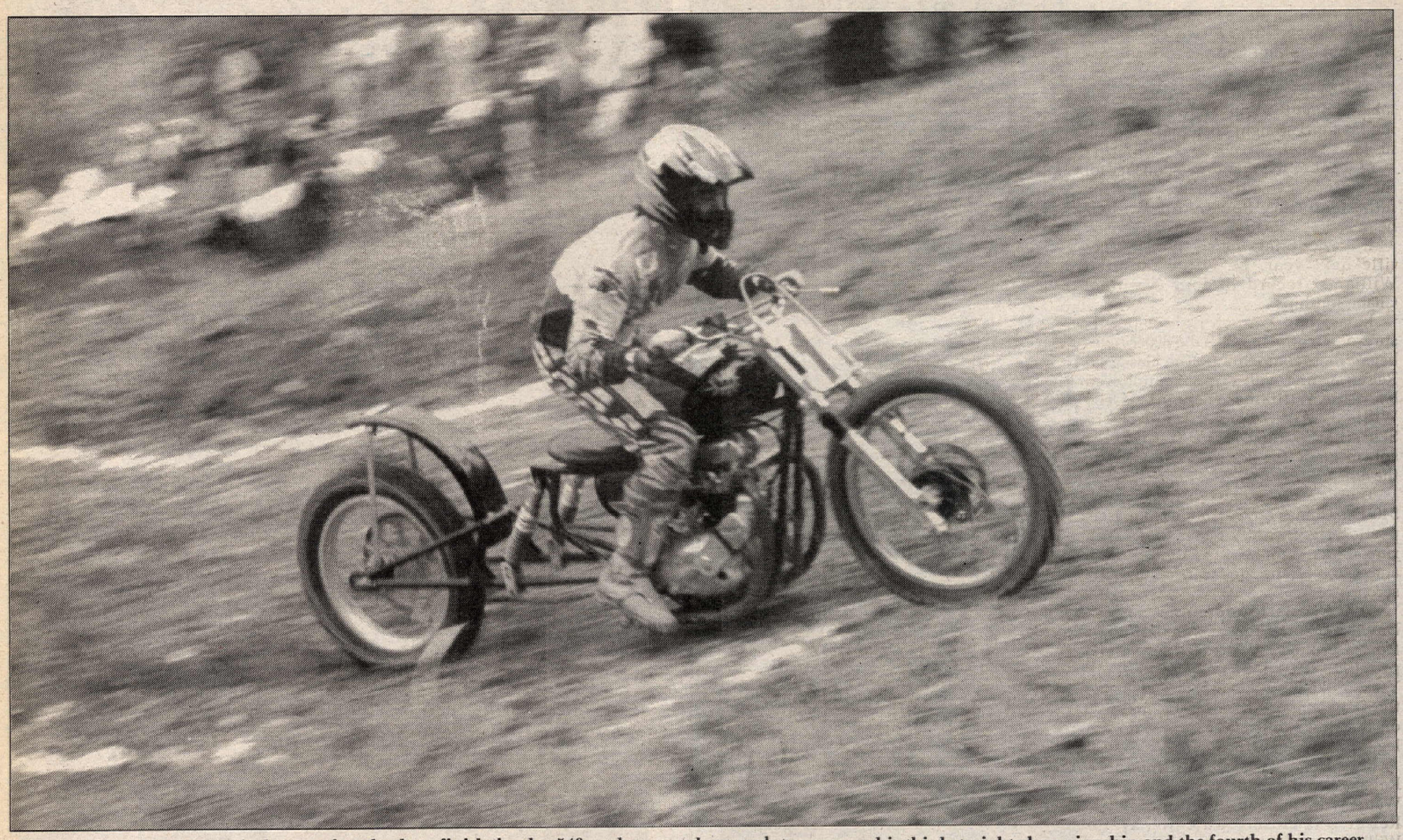
HILLCLIMB AMA National Championship Hillclimb Series: Final round



Tim Frazier rode conservatively to a fourth-place finish in the 540cc class, good enough to wrap up his third-straight championship and the fourth of his career.

(Left to right) Greg Williams, Tom Reiser, Tim Frazier and Ted Wilkins collect their trophies. Williams won the 800cc class and Wilkins topped the 540cc division.

Tom Reiser's runner-up finish earned him the championship in the 800cc class.

Frazier, Reiser snare titles at Devil's Staircase

By Timothy G. Hall

OREGONIA, OH, OCT. 11

The 44th running of the Dayton Motorcycle Club's Devil's Staircase saw veteran riders Tim Frazier and Tom Reiser sew up titles in the 540 and 800cc classes, respectively.

Competing for a record purse in front of a record crowd, Frazier and Reiser both rode conservatively, choosing not to concentrate on winning, but instead just to score enough points to assure them of the titles.

Tim Frazier, defending champ in the 540cc class and president of the Hillclimb Association, had gained a big enough lead in the series that he only had to place in the top 13 for the day to guarantee the title.

Team USA's Tom Reiser was in a quite different situation. He had a slim three-point lead over Canadian Wade Williams, and any of the top five points leaders in the class could have walked away with the championship. Both Frazier and Reiser finished strongly enough to maintain their leads in the points races, and they took home their respective series wins for their efforts.

Going into the day, Tim Frazier led the 540cc class with 103 points, followed by Paul Pinsonnault's 90 points and Ted Wilkins' 70 points. Points are awarded for the top 15 riders at each round, with only one point separating each place. Because of his strong lead, the only scenario which could hurt Frazier would be for him to finish out of the top 13 for the day, with Pinsonnault taking the win; a long shot at best.

The climb began as a steady rain broke on the fall classic hillclimb event. The Devil's Staircase was 400 feet in length and was broken up by five jumps, the first and most difficult at 50 feet, and three others at 150, 200, 275 and 325 feet. The trick to a good run seemed to be to negotiate the first breaker jump cleanly. The first few riders attempted to jump the obstacle, but all were unsuccessful, and it became apparent that staying on the ground would be the best approach at the first jump.

Frazier had the bad luck of drawing the first slot in the 540cc class, and opened up the day's event. Frazier powered his BSA off the line, attempted to jump the first breaker, and landed so hard that both legs flew off the pegs. But he held the throttle open, and almost recovered before crashing near the second jump. Frazier was shaken, but not out of the race. Roger McNeely followed him, and wisely throttled back over the jump, to turn an 8.665-second run. Five more riders followed, but none were able to improve on McNeely. When Canadian Ted Wilkins came to the line, however, everything changed. Wilkins was running a highly-modified Rotax snowmobile engine and a variable-speed clutch system that was designed not to engage before 7000 rpm. When functioning properly, Wilkins' system guaranteed a quick holeshot, which is what he got on his first run. Wilkins short-hopped the first jump, then opened the throttle all the way to the top. He rode low on the bike, and it held very tight to the hill to deliver a blistering 7.737-second run for the fastest time of the day.

The second round opened with Frazier again the first rider. Frazier connected with the hill and held it open to the top, turning a time of 8.129 seconds, not fast enough for the event win, but enough for fourth place and the series title, barring miracle performances by the remaining riders.

Pinsonnault needed to get under eight seconds, but wasn't able to in either round, ending the day in third. Scott Everett, fifth in points coming into the event, didn't make it to the top on his first run, but turned a great second

run to put him in second for the day. Steve Dresser turned two consistent rides, but couldn't find the speed to finish higher than fifth.

The 540cc class ended with Wilkins taking home the win, and Frazier scoring his third-straight championship and his fourth total.

"I want to thank all my sponsors for their support," said Frazier, "And my father and Gary Bowlby for all their help."

If Frazier brings home another 540cc title next year, he will beat John Williams' record of four National Championships.

Reiser had a much tighter points spread to worry about as the 800cc bikes began their competition. The class had Reiser leading with 81 points, followed by Wade Williams' 78 points, Greg Williams with 74 points, and Harry Schreiber with 69. The tight point spread made for fierce competition on the hill.

The bigger bikes fared better than the 540cc machines on the Devil's Staircase, posting significantly faster times. Ten runs under eight seconds were posted, and nearly all the runs were below nine seconds.

Tom Chatterton took his Harley-Davidson to the top despite suffering from a broken ankle sustained at the previous round. A newcomer, Jack Yeck, broke his ankle on his first run at the Devil's Staircase, flipping his bike on the first jump and landing on his leg.

Round one saw fast runs from Tom Reiser, Bobby Castledine, Greg and Wade Williams and Lou Gerencer Sr. Reiser was closely watching Wade Williams, but Williams couldn't generate the speed to put him ahead of Reiser.

The second run for the big bikes would resolve both the winner for the day, and champion for the year. Reiser sliced time off his first run, and sat in second place. Wade Williams, the rider with the best chance at knocking Reiser out of the series, posted a slower run on his second attempt, eliminating the primary threat to Reiser.

The fastest and most spectacular run of the event was turned in by Greg Williams. He crested the top in a mere 7.355 seconds, but the adventure began after he had already topped the hill. Williams had his nitro-fueled Honda wide open as he reached the top of the hill, and took a 55-foot launch over the top, landing on his side. He was badly jolted and was caught under the bike, but soon shook it off. The second round had little effect on the overall season standings, and the only change was that Greg Williams knocked his brother Wade down from second to third for the year.

"I'd like to thank all the members of Team USA, their families, and especially my wife for her years of support," said Reiser.

Now that the season is over, the hill-climbers will get a well-deserved break until the series begins again in May. CN

Results

540: 1. Ted Wilkins (Rtx); 2. Scott Everett (Tri); 3. Paul Pinsonnault (Hon); 4. Tim Frazier (BSA); 5. Steve Dresser (Suz); 6. Alan Hoskins (Hon); 7. Ralph Kreger (Tri); 8. Roger McNeely (Yam); 9. S. McNeely (Yam); 10. Mike Pulver (Kaw).

800: 1. Greg Williams (Hon); 2. Tom Reiser (H-D); 3. Robert Castledine (H-D); 4. Lou Gerencer Jr. (H-D); 5. Harry Schreiber (H-D); 6. Wade Williams (Hon); 7. Jeff Yoder (H-D); 8. Chatterton (H-D); 9. Randy Gabriel (H-D); 10. Lou Gerencer Sr. (H-D).

FINAL AMA NATIONAL CHAMPIONSHIP HILL-CLIMB SERIES POINT STANDINGS:

540: 1. Tim Frazier (115); 2. Paul Pinsonnault (103); 3. Ted Wilkins (85); 4. Scott Everett (81); 5. Steve Dresser (80); 6. Ralph Kreeger (68); 7. Alan Hoskins (55); 8. Ernie Pellin (50); 9. Mike Pulver (46); 10. Brown (36).

800: 1.Tom Reiser (95); 2. Greg Williams (89); 3. Wade Williams (88); 4. Harry Schreiber (80); 5. Lou Gerencer Sr. (73); 6. Jeff Yoder (71); 7. Randy Gabriel (69); 8. Robert Castledine (68); 9. Charles Casey (59); 10. John Williams (35).

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Second Place	$100
Third Place	$50

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C Superstock
Top Ten Places Paid

First Place	$250
Second Place	$200
Third Place	$150
Fourth	$100
Fifth	$50

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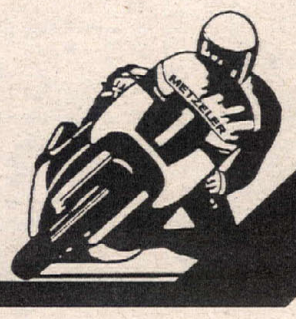

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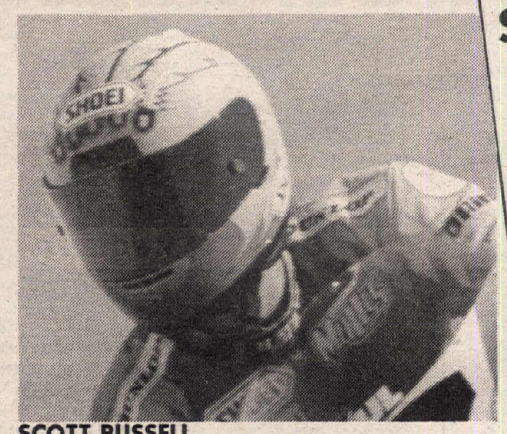

SCOTT RUSSELL

JEFF EMIG

SHOEI SHOEI

Jeremy McGrath was the big winner at the II Supercross du Parc in Paris.

World Championship Supercross Series: Round 2

McGrath surprise winner in Paris

By Alex Hodgkinson

PARIS, FRANCE, OCT. 10

Jean-Michel Bayle did what was demanded of him in the Parc des Princes, as he defeated arch rival Jeff Stanton, but the star billings of the II Supercross du Parc were both upstaged by 20-year-old Jeremy McGrath, who ran away with the main event in front of a crowd estimated around 30,000.

The two-time Western Regional 125cc Supercross Champion, who will replace Bayle on the Honda factory team for 1993, was nearly unstoppable in Paris, as he consistently made the starts in the European-style race program to win both the heat and semi-final before transferring to the main event.

The only man to head McGrath all evening was Suzuki's Larry Ward, but Ward bobbled half a lap from the end of the semi after making what looked to be a winning pass two laps earlier. Ward was the only challenger to the factory Honda trio in the feature before steadily losing ground in the second half of the race to finish a lonely fourth.

Recently crowned 125cc National MX Champion Jeff Emig and Tuf Racing's Ron Tichenor rounded out the top six, respectively.

Seven European GP riders made it to the main event as well, but only Frederic Bolley and Yann Guedard avoided being lapped by winner McGrath.

McGrath holeshot the main, but few expected him to stay in front, as Bayle started second with Stanton soon third after demoting Kawasaki's Mike Craig.

By the fifth lap, Stanton, who had immediately started to pressure Bayle, was up to second as the Frenchman lost momentum through a turn before the finish.

Three-time Camel Supercross Champion Stanton immediately started to outdistance Bayle, the man who had interrupted his run of success in 1991, but he couldn't gain any ground on McGrath.

In the second half of the race the leaders started to hit traffic, but the flagmen did their job well and none of the lappers interfered with the race. McGrath maintained his lead.

Bayle came back with vengeance with five minutes remaining. An epic duel between Stanton and Bayle ensued, and it was finally settled three laps from the end when Stanton made a slip at the same spot where Bayle had surrendered second to him earlier.

From that moment on, Stanton had to settle for third, and the partisan crowd waited to see if McGrath would fade in the closing stages of his third long race of the evening.

Responding to the crowd, Bayle put everything into his charge, but it was not to be as McGrath held on to score his first-ever major supercross victory on a 250cc machine.

Ward had been the fastest man during the first half of the main, as he stormed past Tichenor, Bolley and Craig to close down the Hondas, but he consistently lost ground from half distance to finish a lonely fourth. Emig, who had started three places further back, also crossed the line alone, in fourth, after escaping from a four-way battle involving Bolley, Tichenor and Guedard.

Craig slipped back quickly to sixth and was out of the race before half distance following an awkward fall in a series of small jumps.

Former 125cc World MX Champion Stefan Everts of Belgium had been expected to offer a challenge, but he lacked speed throughout the night.

"I have been testing my 1993 GP bike in Japan, and I only got back yesterday evening. I couldn't sleep all night and then we were hanging around all day. I finally got an hour's sleep after practice and I feel exhausted," complained Everts, who finished 10th. CN

Results

MAIN: 1. Jeremy McGrath (Hon) USA; 2. Jean-Michel Bayle (Hon); 3. Jeff Stanton (Hon); 4. Larry Ward (Suz) USA; 5. Jeff Emig (Yam) USA; 6. Ron Tichenor (Suz) USA; 7. Frederic Bolley (Yam); 8. Yann Guedard (Kaw) France; 9. Doug Dubach (Yam) USA; 10. Stefan Everts (Suz) Belgium; 11. Doug Henry (Yam) USA; 12. Greg Albertyn (Hon) S. Africa; 13. Larry Brooks (Yam) USA; 14. Phil Lawrence (Suz) USA; 15. Darryl King (Kaw) New Zealand; 16. Buddy Antunez (USA) Hon; 17. Jimmy Button (USA) Suz; 18. Mike Craig (USA) Kaw; 19. Tallon Vohland (USA) Suz; 20. Frederic Vialle (F) Kaw.

WORLD CHAMPIONSHIP SUPERCROSS SERIES POINT STANDINGS: 1. Stefan Everts (26); 2. Jeremy McGrath (20); 3. (TIE) Jean-Michel Bayle/Michael Craig (17); 5. (TIE) Jeff Stanton/Marcus Hasson (15); 7. (TIE) Larry Ward/Edwin Evertsen (13); 9. (TIE) Jeff Emig/Mats Nilsson (11).

Skidmore scampers to Lembo Lake Short Track

By Ray Malley

MODENA, NY, OCT. 3

Jay Skidmore won the Open Expert class at Lembo Lake Park.

Junior rider Scott Snoop grabbed the holeshot in the main event and led Skidmore, Justin Coolbeth and brother A.J. Snoop for 11 laps before he went down just before the white flag as he entered turn one. Skidmore and Coolbeth took advantage of the miscue and moved into the top two positions. Skidmore led throughout the last lap to score the win.

In the 250cc Expert final, Scott Snoop again took the lead into the first turn, but Skidmore elbowed his way past at the midway point, and Coolbeth did the same one lap later. With two laps remaining, Coolbeth dove in hard entering turn three, pushing Skidmore off the groove and taking over the lead. Coolbeth held on until the finish for the win and Snoop finished second.

James Moroney was last off the line in the 50cc Stock class, but worked his way to the front of the pack for the class win.

Moroney's father Pat rode a 600cc KTM in the Open Amateur division, but didn't have quite as much success as his son. Moroney tried high and low lines through the turns in an effort to get by the leading Morgan Coolbeth, but couldn't make the pass and had to settle for runner-up honors.

In the Sidecar category, Mike Spear and monkey Ralph Nelson out-drove Ray Tranor and Stan Garvella. Tranor and Garvella were leading with one lap to go, but they seemed to tire, and Spear and Nelson slid underneath them and into the lead as they exited turn two.

Results

50 STK: 1. J. Moroney (Suz); 2. L. Weller (yam); 3. T. Jennings (Yam); 4. J. Weller (Yam).
50 MOD: 1. J. Reddington (Yam); 2. M. Haug (Yam); 3. R. Wilson (Yam).
125 AM: 1. J. Conklin (Hon); 2. D. O'Connell (Kaw); 3. G. Deel (Hon).
250 AM: 1. D. McGirr (Hon); 2. S. Nittiskie (Hon); 3. J. Conklin (Hon); 4. M. Gurda (Kaw); 5. J. Hoag (Hon).
250 EX: 1. J. Coolbeth (Yam); 2. J. Skidmore (Hon); 3. S. Snoop (Oss); 4. M. Spear (Kaw); 5. A.J. Snoop (Hon).
OPEN AM: 1. M. Coolbeth (Rtx); 2. D. McGirr (Hon); 3. P. Moroney (KTM); 4. J. Miller (H-D); 5. J. Healy (Rtx).
OPEN EX: 1. J. Skidmore (Rtx); 2. J. Coolbeth (Rtx); 3. A.J. Snoop (Yam); 4. G. Deel (Hon); 5. S. Snoop (Rtx).
SR B: 1. J. Miller (H-D); 2. J. Healy (Rtx); 3. J. Schmitts (Yam); 4. A. Rau (Suz); 5. I. Bolvari (Hon).
SR A: 1. G. Deel (Hon); 2. P. Moroney (KTM); 3. R. Soles (Oss).
SDCAR: 1. M. Spear/R. Nelson (Kaw); 2. R. Tranor/S. Garvella (H-D); 3. W. Haas/M. Haas (Hon); 4. D. Gamble/J. Hoag (Kaw).
VINT: 1. F. Wortman (C-A); 2. R. Soles (Oss); 3. R. Pinto (Tri); 4. A. Deel (Bul).

Morgan mauls Cycleland MX

By Michael Rich

CHICO, CA, OCT. 10

Honda-mounted Mike Morgan put in a rare appearance at Cycleland Speedway and came away with the overall win in the combined 125cc Novice/Junior class.

As the gate dropped on the first moto, Novice-class rider Matt Winchester shot off the line to lead Junior Morgan and Dylan Blackwell through the first turn. Going down the back straight, Mark Cooper attempted to force his way inside Blackwell for third place. The two riders made some heavy contact, with Cooper going down hard.

Winchester continued to lead until midway through the next lap, when the pressure got to him. Going through the rockers, he got out of rhythm and went over the bars. This moved Morgan into first, followed closely by Blackwell. For the next several laps, Blackwell tried everything he could to pass Morgan. In desperation, Blackwell went inside on the finish-line tabletop, came down out of shape and crashed.

By this time, Cooper had worked his way through the pack, and passed the fallen rider to take over second. Blackwell remounted, but immediately unloaded in the rockers on the next lap. Morgan cruised out in front to the checkers, followed by Cooper. Winchester was able to overcome his crash and finish third overall and first in the Novice class.

In the second moto, the Juniors led the Novices around the first turn. Morgan took the holeshot, followed by Cooper and Blackwell. Halfway through the first lap, Blackwell was able to out-jump Cooper over the doubles and steal second. Cooper would have none of it though, and tried to stuff under Blackwell at the end of the back straight. There was contact between the two riders once again, and just as in the first moto, it was Cooper taking a soil sample. Blackwell continued to pressure Morgan until midrace. Blackwell attempted to double a couple of jumps that Morgan was taking as singles, only to come up short and crash. With his competition on the ground, Morgan was able to ride to an uncontested win. Matt Winchester finished second for the overall in the Novice class.

Results

P/W: 1. Daniel Fowler (Yam); 2. Andy Morgan (Yam); 3. Danny Harris (Yam).
60 NOV: 1. Eric Nye (Kaw); 2. Steve Shimizu (Kaw); 3. Scott Proctor (Kaw).
60 JR: 1. Evan Laughridge (kaw).
MINI NOV: 1. Cullen Gibson (kaw); 2. Richard Felix (Kaw); 3. Mike Morgan (Hon).
MINI JR: 1. Ryan Duntsch (Suz).
125 NOV: 1. Matt Winchester (Yam); 2. Harold Sack (Yam); 3. Steve Reed (Hon).
125 JR: 1. Mike Morgan (Hon).
250 NOV: 1. Joe Souza (Yam).
250 JR: 1. Aaron Rogers (Hon); 2. Rich Boleman (Yam).
OPEN NOV: 1. Brian Powell (Kaw).
VET: 1. Jerry Douglas (Yam).
OT: 1. Jeff Shimizu (Yam).
INT: 1. Aaron Lewis (Yam); 2. Danny Rutherford (Hon).
PRO: 1. Lowell Moural Jr. (Hon).

Sellards sails at Amherst MX

By Peggy Adamic

AMHERST, OH, OCT. 4

Brock Sellards rode to four moto wins at the Amherst Meadowlarks MC's track, where 246 riders were on hand for the final round of the CRA Fall MX Series.

Gear/Scott/Rad n Bad/Barrs Competition-backed Sellards started off strong in the Schoolboy class. In each of the two outings, Sellards held a better than 12-second lead on runner-up T.J. Somers at the finish.

In moto one of the 80cc Senior Mini class Sam Yanitelli took the lead off the line, only to have Sellards and Karl Scott move past him through turn one. Sellards and Scott ran 1-2 throughout the five-lap moto, with Yannitelli holding onto third.

In moto two Sellards jumped into the quick lead with Scott again holding down second place. Sellards went unchallenged in his bid for his fourth moto win of the day, building a better than 20-second lead on Scott by the end.

The large 125cc C class was split into two groups. In group one, Bryan Bellinger took his last ride in the C class before moving into the B ranks, and grabbed 2-1 moto finishes for the overall win.

In moto one, Rick Ray grabbed the lead off the line, and went on to score the win. Bellinger trailed Ray, and was within striking distance when he crashed over a tabletop. Bellinger was up in time to hold onto second.

In moto two, Bellinger took the wire-to-wire win, and Jim Griffith placed second.

Results

50: 1. Brent Maimone (M-M); 2. B.J. Wagner (Yam); 3. Dereck Espenschied (Yam); 4. Kyle Polter (Yam); 5. Carl Schlacht (Yam).
JR MINI: 1. Andy Wickens (Kaw); 2. Terry Szarka (Kaw); 3. Ryan Edixon (Suz); 4. Derick Hayes (Hon); 5. Ryan Lutz (Kaw).
SR MINI: 1. Brock Sellards (Kaw); 2. Karl Scott (Suz); 3. Sam Yanetelli (Kaw); 4. John Davis (Kaw); 5. Tim Vesely (Suz).
SCHBY: 1. Brock Sellards (Kaw); 2. T.J. Somers (Suz); 3. Andy Moran (Hon); 4. Russ Tuttle (Yam); 5. Jared Chonko (Suz).
125 A: 1. Shawn Morga (Kaw); 2. Vince Karnow (Hon); 3. Chad Coon (Hon); 4. Trevor Vines (Yam); 5. Mike Howell (Hon).
125 B: 1. Mike Walbrenstein (Hon); 2. Bill Roberts (Hon); 3. Brock Sellards (Kaw); 4. Skip Stone (Kaw); 5. Tony Ralston (Hon).
125 C D-1: 1. Bryan Bellinger (Suz); 2. Rick Ray (Suz); 3. Jim Griffith (Hon); 4. Chuck Wilkinson (Hon); 5. Doug Sinclair (Hon).
125 C D-2: 1. Gary Lemon (Kaw); 2. Donny Lewis (Hon); 3. Brett Lemeister (Hon); 4. Steve Mesar (Suz); 5. Brian Belsole (Kaw).
250 A: 1. Shawn Morga (Kaw); 2. Barney Barnett (Suz); 3. Jason Balas (Hon); 4. Walt Woldarsky (Hon); 5. Jim Larkman (Yam).
250 B: 1. Ty Myers (Kaw); 2. C.J. Klein (Kaw); 3. John

Diezic (Hon); 4. David Hughes (Hon); 5. Dave Blauman (Hon).
250 C: 1. Craig Smith (Kaw); 2. Chris Opliger (Suz); 3. Mark Dalziel (Kaw); 4. Shane Abicht (Hon); 5. Ray Collier (Suz).
+25: 1. John Diezic (Hon); 2. Dave Blauman (Hon); 3. Neal Davis (KTM); 4. Brett Remesik (Suz); 5. Jim Griffith (Hon).
SR 1: 1. Brian Spotts (KTM); 2. Bill Rose (Hon); 3. Jim Skok (KTM); 4. Paul Piorkowski (Hon); 5. Carl Davis (Kaw).
OPEN: 1. Brian Spotts (KTM); 2. Neal Davis (KTM): 3: Kevin Deyling (Hon); 4. Bill Rose (Hon); 5. Ken Novak (Hon).
SR 2: 1. Dan Morgan (KTM); 2. Dan Sprague (Hon); 3. Mike McDonough (Hon); 4. Robert Lange (KTM); 5. Chuck Barracato (KTM).

Case conquers Cycleland MX

By Michael Rich

CHICO, CA, OCT. 3
Brian Case had to overcome a crash and some heavy competition from Mike Bennett to come out on top of the 125cc Novice race at the first motocross race of the fall season at Cycleland Speedway.

Case and Brandon Grissom were side by side at the start of the first moto. Grissom went down over the first set of doubles, allowing Harold Sack into second. Mike Bennett misjudged the first turn and started his drive from the back of the pack. By the second lap, Bennett was up to third behind Sack. On the next lap, Bennett dove under Sack to take over second place.

Case had moved out to a comfortable lead and looked set to run away with the moto. Entering a hairpin, Case lost concentration and went down. Although he remounted in first, the fall allowed Bennett to close substantially on the leader. With one lap left, Bennett was on Case's rear fender. As the two riders came to the line, Bennett went inside Case to steal the win by a wheel.

Case was again the quickest off the line at the start of the second moto and Grissom was in second. Bennett was last again after getting stuck in the gate, but he wasted little time in coming through the pack. By the end of the first lap, Bennett was up to third. Just as in the first moto, Grissom came up short on one of the doubles and crashed, allowing Bennett into second. This time, however, Case did not fold under the pressure and was able to maintain his lead over Bennett. Toward the end of the moto Bennett began to close on Case by doubling several jumps. Bennett's drive came up just short as Case held on to the lead for the win and the overall. Bennett finished second with Sack once again in third.

In Mini class action, Josh Giordano came out on top of a wild race with Cullen Gibson. In the first race, Giordano moved to the lead followed by Brandon Moakley and Gibson. Gibson passed both Moakley and Giordano to assume the lead on lap three. On the next lap, Giordano passed Gibson over the double only to be repassed on the back straight. Giordano was able to dive inside Gibson at the line for the win.

In the second moto, both Giordano and Gibson had to move their way through the pack to the front. Once at the front of the pack they swapped the lead back and forth two and three times per lap. At the finish it was Giordano with the win and the overall.

Results

P/W: 1. Sheena Patterson (Yam); 2. Daniel Fowler (Yam); 3. Clayton Lahr (Yam).
60: 1. Eric Nye (Kaw); 2. Michael Patterson (Kaw); 3. Scott Proctor (Kaw).
MINI: 1. Josh Giordano (Kaw); 2. Cullen Gibson (Kaw); 3. Darrel Valasek (Kaw).
125 NOV: 1. Brian Case (Hon); 2. Mike Bennett (Suz); 3. Harold Sack.
125 JR: 1. Dylan Blackwell (Hon).
250 NOV: 1. Scott Martinez (Kaw).
250 JR: 1. Aaron Rogers (Hon); 2. Rich Boleman (Yam).
OPEN NOV: 1. Randy Jennings (Hon).
VET: 1. Tom Odekirk (Hon); 2. Jerry Douglas (Yam).
OT: 1. Bill Koping (Yam).
INT: 1. Marcus Sabado (Suz).
PRO: 1. Lowell Moural Jr. (Hon).

Rand rules Daniel Boone MX

By Gwenn Harris

LONDON, KY, SEPT. 27
Gregory Rand topped the 125 and 250cc A classes at Daniel Boone Motocross Park.

Rand holeshot each of his motos on the muddy track and easily outdistanced his competitors. Mike Padgett gave chase to Rand in the first 125cc A moto but was forced to drop out when his transmission began malfunctioning.

The 250cc A and B classes ran together, providing some exciting racing despite the fact that Rand won each moto by a large margin. Willis Groons, Jim Krauser and Bill Hastings raced consistently as they battled over second through fourth positions behind Rand.

In the B division, Daniel Nelson and Jon Slavey went after each other with a vengenance. Nelson came out ahead, winning both motos and the overall.

The 250cc C/Unlimited Amateur classes ran together and began the day on a very muddy track.

In the first moto, Michael Glasscock took the holeshot. Daniel Nelson roared past when Glasscock went down on the first lap. Nelson

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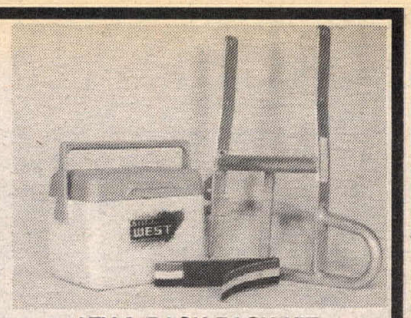
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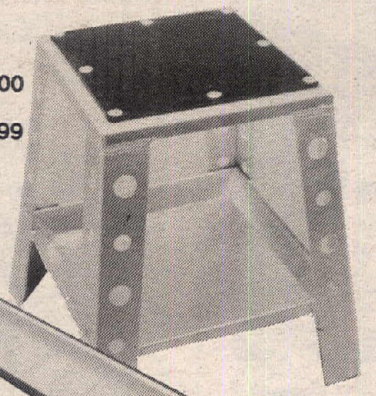
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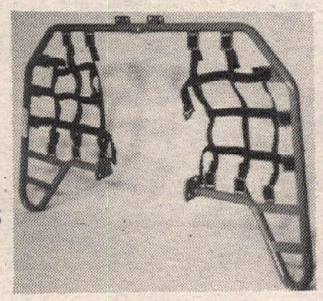
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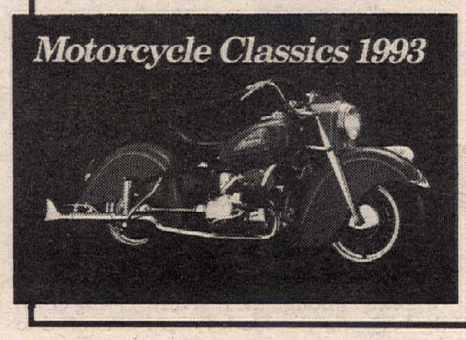

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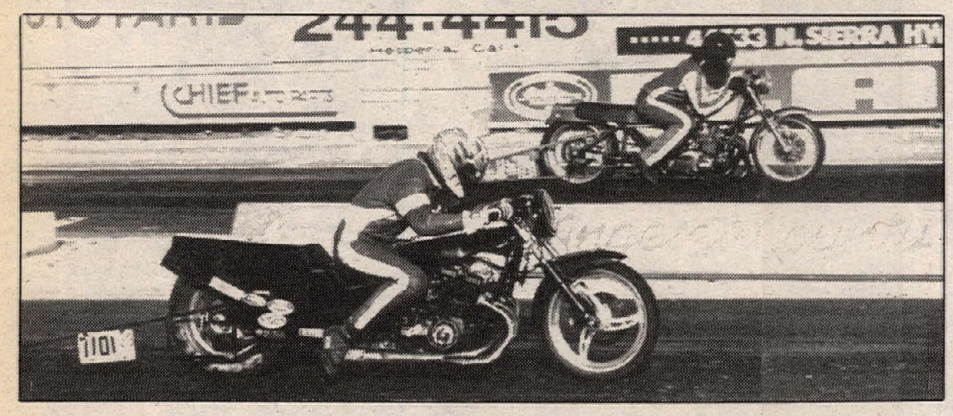
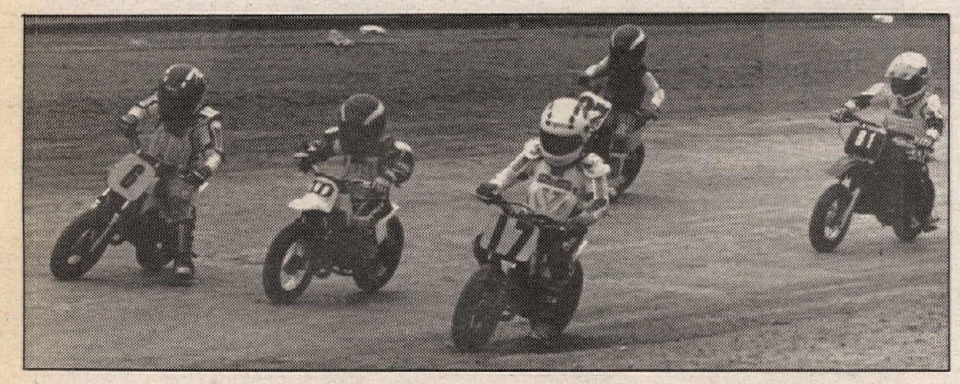
LOCAL EVENTS

Gary Dudley (428) and Charlie Strong (2) banged bars around the Sunrise MX track.



Reggie Elliott (near lane) beat Noah Penright (far lane) for the LACR Pro Gas win.

Cody Wenger (17) couldn't hold off Jimmy Owens (behind), who worked his way through the pack to claim the win in the 55cc class at Trail-Way Short Track.



took control of the race from that point, and Jon Slavey finished second in the class. Deuce Kirk followed Nelson over the finish line to win the 250cc C class, with Michael Glasscock nabbing second.

Track conditions were much better for the second moto. Glasscock again got the advantage as a big pile-up at the first turn slowed down some riders. Slavey followed Glassrock in second. Nelson was back a ways, but began moving up fast. By the third lap, Nelson and Slavey were side by side, but Slavey held on to score the win and the overall victory. Deuce Kirk followed on Nelson's heels to earn the win and the overall in the 250cc C class.

Results

125 A: 1. Gregory Rand (Kaw); 2. Jim Krauser (Kaw); 3. Willis Groons (KTM).
250 A: 1. Gregory Rand (Suz); 2. Jim Krauser (Kaw); 3. Bill Hastings (Hon); 4. Willis Groons (KTM).
U/L AM: 1. Jon Slavey (Hon); 2. Daniel Nelson (Hon); 3. Kevin Kasey (Hon).
60: 1. Chris Heath; 2. J.R. Carter (Kaw); 3. Todd Maggard (Kaw); 4. Ryan Sipes (Kaw).
80 SR: 1. Kurt Sims (Kaw); 2. Brian Bourne (Kaw); 3. Darryl Monhollen (Suz).
80 BEG: 1. Paul Karle (Kaw); 2. Chris Hedrick (Hon); 3. Brian Hodges (Hon); 4. Glenn Thompson (Suz); 5. William Hampton (Kaw).
250 B: 1. Daniel Nelson (Hon); 2. Jon Slavey (Hon).
250 C: 1. Deuce Kirk (Suz); 2. Sean Souder (Yam); 3. Michael Glasscock (Suz); 4. Mike Baker (Kaw); 5. Shane Gillispie (Yam).
OPEN AM: 1. Jammye McQuade (Hon).
SCHBY: 1. Kurt Sims (Kaw); 2. Kenny Ruby; 3. Paul Karle (Kaw); 4. Adam Vaughn (Suz); 5. Brian Hodges (Hon).
50: 1. Ryan Sipes (Yam); 2. Brandon Heath (Yam); 3. Justin Sipes (Yam); 4. Austin Peterson (Yam).
NON-CURR: 1. Jonathan Langworthy (Yam); 2. Shane Gillispie (Yam); 3. Robert Goldson (Hon); 4. Brian Clothier (Yam).
25+: 1. Deuce Kirk (Suz); 2. Daren Turner (Suz); 3. Todd Richmond (Kaw); 4. Michael Glasscock (Suz).
125 C: 1. Todd Richmond (Kaw); 2. Jonathan Langworthy (Yam); 3. David Culton (Hon); 4. Robert Goldson (Hon); 5. Thomas Heck (Kaw).
30+: 1. Carl Blevins (Hon); 2. Ed Aberegg (Mai); 3. Kevin Kasey (Hon); 4. John Fryman (Kaw); 5. David Zanet (Yam).

Horton hits Sunrise Motocross

By David A. Procida

ADELANTO, CA, OCT. 4

Mark Horton took advantage of his adversaries' mishaps to win the California Racing Club's Vet Expert class during their bimonthly race at Sunrise Cycle Park.

In moto one the combined Expert/Intermediate start saw desert racer-turned-motocrosser Gary Dudley take the holeshot with Scotty Walker and Gene Dickinson in tow. Walker, who was in his first comeback race after a serious crash last month, railed the outside line and doubled the whoops to take the lead from Dudley. Dudley then came under pressure from Dickinson, who stuffed underneath him in a tight corner.

Up front, Walker was pulling away from everyone and had encountered lapped traffic. Behind him, Dickinson and Dudley were pushing their way through the back-markers, and Horton had moved up to join them.

At around midmoto, Walker flew over a tabletop jump, got crossed up and cartwheeled his CR250. As he picked himself up, Dickinson, Dudley and Horton all passed by.

Dickinson spent the remainder of the moto weaving and dodging traffic, while Horton closed in and passed Dudley when Dudley got stuck behind a lapper.

Walker was busy making a charge through traffic and had almost caught up with the lead pack when he washed out in a corner and landed hard on his shoulder. As Dickinson took the checkered, Walker once again picked himself up and limped to the finish behind Horton and Dudley.

As the riders funnelled into turn one for moto two, Dudley was once again leading the pack. Running in second was Horton, followed by Dickinson and the rest of the pack. On the second lap, while in the lead, Dudley duplicated Walker's first-moto fall, handing the lead over to Horton. Dickinson was all over the Yamaha rider, knowing he needed to get by for the overall win, and the two pulled away from the pack. Lap after lap Dickinson pecked away at Horton, who managed to hold onto the lead despite lapped traffic. Dickinson had to settle for second in the moto and second overall, while Horton got the victory.

In the Vet Intermediate ranks, Charlie Strong holeshot both motos only to have Scott Curtis jump past him over the double. Strong would chase the Honda jockey down in the front section of the course and almost pull alongside him in the back section, only to fall behind when Curtis doubled the jump on the front straight. Curtis won both motos, with Strong settling for runner-up.

Results

P/W B-1: 1. J.J. Hall (Yam); 2. Shane Smith (Yam); 3. Chris Nihan (Pax); 4. Brodie Vernolla (Yam); 5. Brandon Orton (Yam).
60 0-8: 1. Justin Jordan (Kaw).
60 9-11: 1. Cody Elrod (Kaw); 2. Joe Neitzel (Kaw).
80 NOV: 1. Greg Andrew (Suz); 2. Joel Nelson (Kaw); 3. Chris Neitzel (Kaw).
125 BEG: 1. Chris Vasquez (Suz); 2. Eric Anderson (Suz); 3. Cliff Cook (Kaw); 4. Brian McCormick (Kaw); 5. Eric Gardella (Kaw).
125 NOV: 1. Rick Elrod (Suz); 2. Shawn O'Brien (Suz); 3. Fred Ogrim (Hon); 4. Kerth Katz (Suz); 5. Kenny Reed (Kaw).
125 INT: 1. Jason Simmons (Kaw).
250 BEG: 1. Shawn Hudson (Atk); 2. Andy Payne (Kaw); 3. Ray Harp (Kaw); 4. Darrell Hayes (Yam); 5. Robert Adomeit (Yam).
250 NOV: 1. Dustin Householder (Suz); 2. Darin Smart (Hon); 3. Josh McRoberts.
250 INT: 1. Colin Couto (Kaw); 2. Rob Dunham (Yam); 3. Nick Malrose (Suz).
250 PRO: 1. Craig Hofmeister (Hon).
JR VET INT: 1. Brian Hill (Yam); 2. Pat Vernola (Kaw).
VET BEG: 1. Johnny Padilla (Hon); 2. Dennis Kizebach (Hon); 3. Jon Hall (Suz); 4. Danny Padilla (Hon); 5. Ruthann Renaux (Suz).
VET NOV: 1. Rick Choulnard (Hon); 2. Alex Spinelli (Yam); 3. Mike Brennan (Hon); 4. Tim McAdams (Kaw); 5. Ron Northrup (Yam).
VET INT: 1. Scott Curtis (Hon); 2. Charlie Strong (Kaw); 3. Randy Anderson (Yam).
VET EX: 1. Mark Horton (Yam); 2. Gene Dickinson (Kaw); 3. Gary Dudley (Kaw); 4. Scotty Walker (Hon).
SR BEG: 1. Larry Kirsch (Hon).
SR INT: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam); 3. Layman Gattis (Hon); 5. Gary Willison (Kaw).

Sargis slick at LACR drags

By Bob Johnson

PALMDALE, CA, SEPT. 27

Clark Sargis dominated the National Motorcycle Racing Association's Top Sportsman eliminator at Los Angeles County Raceway, running consistent seven-second times at 180 miles per hour with his 1991 turbo Kawasaki.

The first round of eliminations began with John Terranova defeating Kris Wilcox. Steve Rice beat Art Engstrom, Shurtz stopped Vince Testa, and Sargis got a bye for his low qualifying effort.

Sargis began the semi finals with a 7.33/183.57 shot to stop current points leader Terranova, whose Kawasaki slowed to an 8.13/150.80. Shurtz' 1992 Kawasaki advanced to the final round when he stayed ahead of Steve Rice's Kawasaki. Both bikes had problems, with Shurtz getting the win light at 9.69/144.21.

The final round was anticlimactic, as Shurtz left the line before the Christmas tree was activated, handing the automatic win to Sargis. Sargis ran his slowest time of eliminations at 7.53/184.24, for his first NMRA win of the season.

Roy Sears has had the honor of winning all but one of this season's rounds, and his LACR event win came at the expenxe of Kawasaki racer Kevin Enders. Sears' 1986 Suzuki ran an 8.83/151.12 (8.80 Index) to Enders' quick 8.76/153/28.

Karen Stoffer increased her lead in the NMRA Super Comp Series when she defeated Bill Peters in the final round with a 9.04/143.09 run.

Reggie Elliott won his first Pro Gas title of the year when he defeated Noah Penright in the final round of the 9.50 second index. Elliott's 1992 GSXR ran a final-round 9.72/117.51, as runner-up Penright's 1979 Kawasaki broke. In the semi finals, Elliott beat the Harley of Buzz McCoy, while Penright beat Scott Valentine.

Bob Stoykovich rode his 1989 Yamaha to a 10.49/103.11 (10.22 Index) final-round victory in Super Gas, defeating Alfred Barrios.

The Modified E.T. eliminator went to the 1990 Kawasaki of Jerry Taylor, as he won his third NMRA event of the year with an 11.05/107.08 (11.03 dial-in).

Super E.T. went to the 1987 Kawasaki of Thad Wiltz who logged a 10.42/116.87 (10.30 dial-in), and beat the Suzuki of Mark Chernysh.

Modified Harley honors went to the 1986 Sportster of Keith Kardell, as he recorded a 12.24/118.56 run (12.17 dial-in). Steve Blake drew a .390 red light in the final.

Aubrey Eten rode his 1980 Kawasaki to a win in the Trophy final, stopping Kris Wilcox in the title round.

Hawk flies at Trail-Way ST

By Len Breech
Photo by Ben Breech

HANOVER, PA, OCT. 4

Rick Hawk scored his first win of the season in the 600cc A class, as Trail-Way Speedway closed down its season on a cloudy, cool Sunday afternoon.

Hawk grabbed the lead right at the start, with Bob Sweeten, Gary Clark and Jack Franklin following. As they took the white flag, Sweeten slipped into the lead, but as he entered the first turn, his engine let go. In the confusion as Sweeten slowed, Clark took the lead from Hawk, but as they came off the final turn, Hawk got a better drive and nabbed the win.

One of the best races of the season came in the 600cc Pro class. Harold Dorsey, Georgie Price and Kevin Varnes were all in the same heat, where they staged a position-swapping battle for six laps. At the start of the final, Dorsey put his Dorsey Builders-sponsored Rotax in front of teammate Price and Varnes while Dallas Baer took what was to be a lonely fourth place. Dorsey held down first most of the way, though Varnes did pass him briefly in the late laps. Varnes and Price battled over second just inches behind Dorsey for most of the race. Dorsey took the checkered flag a bike length in front of Varnes and Price.

After practicing on a 600cc that wasn't up to snuff, Tom Magee borrowed Bob Sweeten's 250cc and jumped into the lead over regular class-winner Shane Merryman, with Roy Miller, Bobby Bills, Eddie Wharton and Tom Skethway fighting for third a ways back. Magee stayed in front of Merryman the entire way, while Miller and Wharton worked to the front of the pack. At the flag, they crossed the line side by side, with Wharton getting the nod.

Results

200: 1. Paul Lynch (Hon); 2. Mike McKee (Kaw); 3. Tom Sewell (Yam); 4. Mark Keslick (Hon); 5. Nathan Davis (Cag).
65: 1. Will Russell (Hon); 2. Bill Stillwell (Kaw); 3. Scott Morrison (Kaw); 4. Brandon Kreeger (Kaw.
600 A: 1. Rick Hawk (Yam); 2. Gary Clark (Rtx); 3. Jack Franklin (Rtx); 4. Eddie Hidden (Rtx); 5. Phil Libhart (Rtx).
55: 1. Jimmy Owens (Yam); 2. Adam Gamble (M-M); 3. Scott Morrison (Yam); 4. Cody Wenger (Itj); 5. Zach Zechman (Yam).
250 A: 1. Todd Winsett (Hon); 2. Paul Lynch (Hon); 3. Bill Bromley (Suz); 4. Rick Hawk (Yam); 5. Gardner White (Yam).
85: 1. John Winsett Jr. (Suz); 2. Tom Skethway (Hon); 3. Donald Mullen (Yam); 4. Paul Allison (Hon); 5. Brandon Bills (Yam).
750 A: 1. Clarence Bull (Yam); 2. Bob Sweeten (H-D); 3. John Winsett Sr. (H-D); 4. Paul Crumling (Hon); 5. Jim Chapman (Tri).
250 B: 1. Tom Magee (Kaw); 2. Shane Merryman (Yam); 3. Eddie Wharton (Yam); 4. Roy Miller (Cag); 5. Tom Skethway (Mai).
600 B: 1. Shane Merryman (Rtx); 2. Todd Temple (Hon); 3. Mike Thomas (Yam); 4. Ricky Hess (Rtx); 5. Jeff Sassaman (Hon).
600 PRO: 1. Harold Dorsey (Rtx); 2. Kevin Varnes (Rtx); 3. Georgie Price (Rtx); 4. Dallas Baer (Rtx); 5. Steve Ryder (Rtx).
VET: 1. Taylor White IV (Rtx); 2. Mark Burkholder (Kaw); 3. John Winsett Sr. (Hon); 4. Jim Chapman (Rtx); 5. Joe Heberling (Yam).

Lee licks Wapella Motocross

By John Roberts

WAPELLA, IL, SEPT. 27

Jack Lee dominated the 125cc A class at the opening round of the fall season at the Bloomington/Normal M.C.'s motocross track.

Lee grabbed the holeshot in moto one and built a sizeable lead. The real race was over second between the freight train of Tim Damron, Brad Jerminski and Greg Braet. The trio were never separated with Damron holding on for second, Jerminski third and Braet fourth in his first-ever A race.

Moto two was business as usual for Lee, as he powered out of the gate and into the lead in a hurry, never to be challenged. The race for second was on again, but this time it was Jerminski taking second. Jeff Hill moved up to place third, followed by Chris Shkria for fourth.

In the Plus 30 class, moto one was won by Dan Ryder, but Camron Compston kept it interesting by keeping Ryder in his sights throughout the moto. Rich Poplawski finished third.

Moto two was a repeat. Ryder won with little pressure from Compston, who finished second.

The Plus 25 class saw Paul Willis Jr. hold off Compston in moto one. Following Compston were Tod Williamson and Jim Trost. Moto two saw Willis again in the lead, this time with Compston and Williamson applying heavy pressure, but Willis rode on to the moto win.

In 80cc Junior class action, Jimmy Drozd claimed the holeshot and won moto one

aboard his 1993 Suzuki RM80. Doug Huston finished second.

Moto two looked to be a carbon copy, but Drozd experienced clutch problems and did not finish. Huston went on to a victory and the overall win. Jeff McIntyre placed second in the moto and second overall.

Results

60 JR: 1. Joey Brewer (Kaw); 2. Jeff McIntyre (Kaw).
80 JR: 1. Doug Houston (Hon); 2. Danny Drozd (Suz); 3. Jimmy Drozd (Suz).
80 SR: 1. Brandon Roberts (Suz); 2. Matt Wilson (Kaw); 3. Nathan McGee (Hon); 4. Nate Eslinger (Hon); 5. Patrick Brasier (Suz).
16-24: 1. Todd Sheedy (Hon); 2. Rusty Kennedy (Hus); 3. Bart Jennings (Hon); 4. Robert Pullian (Hon); 5. Steve Hauk (Yam).
125 A EX: 1. Jack Lee (Suz); 2. Bradley Jerominski (Suz); 3. Tim Damron (Hon); 4. Jeff Hill (Yam); 5. Chris Shkria (Hon).
125 B: 1. Richard Thames (Hon); 2. Robert Pullian (Hon); 3. Clint Baird (Hon); 4. Timothy Palka (Suz); 5. Troy Nollman (Kaw).
125 C: 1. Andrew Newberry (Suz); 2. Aaron Wemple (Hon); 3. Jason Askew (Yam); 4. Sam Justice (Hon); 5. Jeff Curtis (Hon).
250 A: 1. Rusty Kennedy (Hus).
250 B: 1. Toddy Sheedy (Hon); 2. Keith Sheldon; 3. Steve Hauk (Yam); 4. William Pullian (Hon); 5. Eric Cress (Yam).
+25: 1. Paul Willis Jr. (Yam); 2. Cameron Compston (Yam); 3. Tod Williamson (Hus); 4. Jim Trost (Hon); 5. Troy Nollman (Kaw).
+40: 1. Gary Shewhart (KTM); 2. George Palmeri (Yam).
OPEN: 1. Gerhardt Ward (Mai); 2. Ben McClutchen (Yam); 3. Darren Morgan (Hus).
250 C: 1. Scott Johnson (Yam); 2. Robert Gianoli (Yam); 3. Kevin Lee (Suz); 4. Seth Leonard (Hon); 5. Joshua Ogden (Hon).
+30: 1. Dan Ryder (Kaw); 2. Cameron Compston (Yam); 3. Richard Poplawski (Hon); 4. Gerhardt Ward (Mai); 5. Rich Knuth (Hon).
VINT: 1. Jason Dollas (Yam); 2. Stephen Meierotto (Hus); 3. Lyndon Campbell (Kaw); 4. Steve Dubosh (Kaw); 5. James Bode (Hon).

Robert roosts 'em at Electric City Short Track

By Crystal Miller

SCHENECTADY, NY, OCT. 4

Tom Robert, the oldest active dirt track racer in District 3, won the Senior B final with a come-from-behind victory over Joe Gould at Electric City Short Track. The 45-year-old Robert won the Over 30 class aboard his equally ancient Uncle Willies Machine Shop/Green Island Autobody/Cycles Etc./Grizzly Bear Racing-sponsored 1979 Champion-framed Honda XR500.

Robert chose the outside pole after winning his heat race, but was caught sleeping at the light and got off last. Robert powered around the field and into third by the end of lap one.

"This is a serious groove track, and normally the outside is all marbles, but the track crew did a great job and there was traction everywhere. I can't believe I just drove around everybody," said Robert.

After getting around the second place rider, Robert set his sights on the leader who now had a straightaway lead. With two laps to go, Robert won the drag race down the back straight to claim the groove through turns three and four and held on for the win.

"This is the first time I've had a checkered flag in my hand since I retired from racing 1973, what a thrill," said Robert.

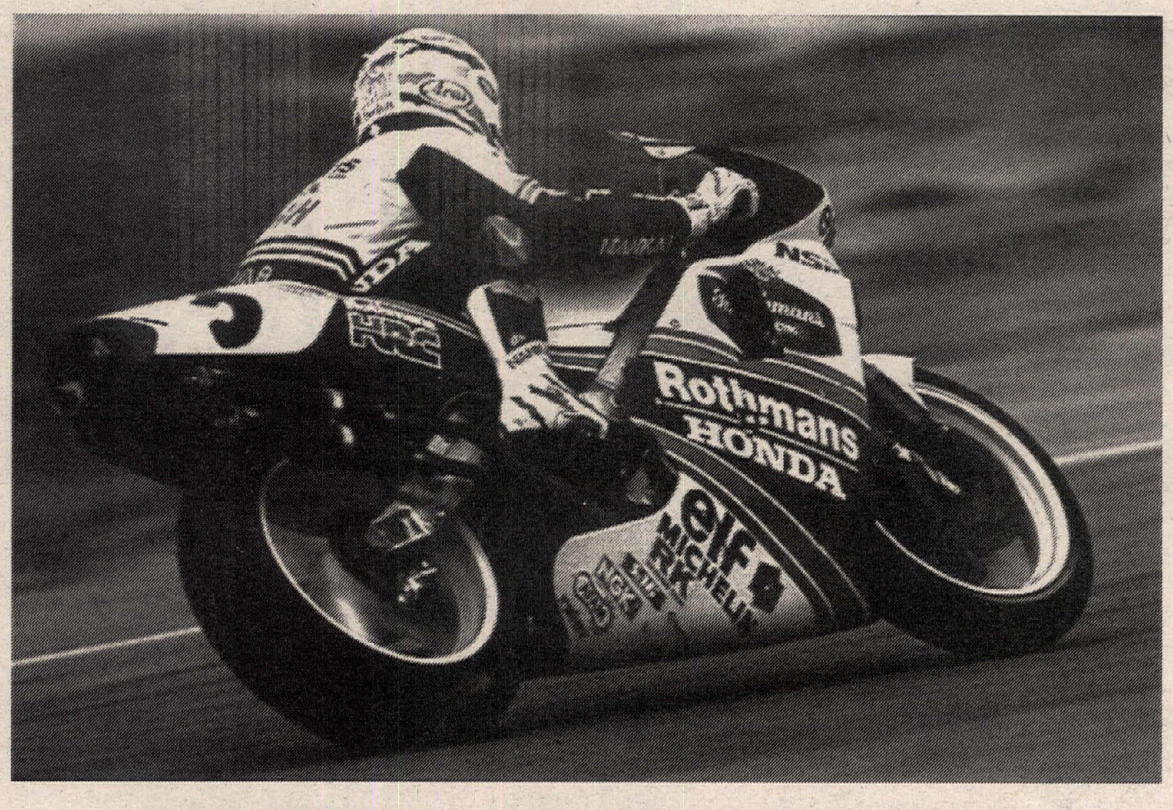
Chris Hart won the Sportsman final after a race-long battle with Bill Newell. Newell led from the start, with Hart trying everything he could to get by. Hart was unsuccessful until the last turn of the last lap, when he ducked underneath Newell and won the sprint to the checkers. Newell's 750 Triumph had its left side number plate covered with black marks from Hart's front tire.

Duane Veeder looked to have the 250cc Expert race sewed up when his motor seized with two laps to go and handed the win to Chris Hart. Veeder came back to win the Open Expert final in convincing fashion. The Open Expert race had some harrowing moments when second place finisher Bill Newkirk's steel shoe came off, but was still dangling from his boot. The steel shoe was banging and bouncing dangerously close to his chain and rear tire. While the spectators held their breath, Newkirk held his foot out and still managed to finish fourth.

Results

50 NOV: 1. Nickolas Krugan (Itj); 2. Matthew Hubbard (Yam); 3. Eric Kvinlaug (Yam); 4. Robert LaDuke III (Yam); 5. Joseph Angelo III (Yam).
50 ADV: 1. Michael Williams (Yam); 2. Mary Newell (Yam); 3. Tom Newell (Yam); 4. Adam Laviolette (Yam); 5. Lowell Carson (Yam).
VINT: 1. Steve Longo (Tri); 2. Bill Anderson (Tri); 3. Frank Carpinello (Bul); 4. Jeff Kvinlaugh (Yam); 5. Jim Newell (Yam).
60: 1. Cam Rafferty (Kaw); 2. Mary Newell (Kaw); 3. Adam Laviolette (Kaw).
SR B: 1. Tom Robert (Hon); 2. Joe Gould (Hon); 3. John Laviolette (Yam); 4. Jim Miller (H-D); 5. Dave Connelly (Yam).
80: 1. Harly Hadaway (Kaw); 2. Matt Keeley (Yam); 4. Matt Murray (Kaw); 4. Kristin Edwards (Kaw); 5. Aaron Creamer (Yam).
SPTSMN: 1. Chris Hart; 2. Bill Newell (Tri); 3. Justin Coolbeth (Rtx); 4. Dave Wass (Hon); 5. Norm Laviolette (H-D).
125 AM: 1. Shawn Nobley (Hon); 2. Garth Bastion (Yam); 3. Fred Proctor Jr. (Hon); 4. Jim Conklin (Hon); 5. Matt Keeley (Yam).
SR A: 1. Jay Skidmore (Rtx); 2. Bill Newell (Yam); 3. Dave Wass (Hon); 4. Norm Laviolette (H-D); 5. John Hildebrand (Rtx).
250 AM: 1. Morgan Coolbeth (Hon); 2. Don McGirr (Hon); 3. Garth Bastion (Hon); 4. Dick Edwards (Suz); 5. Stan Nittiskie (Hon).

One good turn deserves another...



1992 MOTORCYCLE MADNESS ON PRIME NETWORK

(WSB denotes World Superbike Series; WGP denotes World Grand Prix; AMA denotes AMA National Road Race Series)

Air Date	Event/Venue
Oct. 1	AMA - Mid Ohio
Oct. 8	WGP - Brazil
Oct. 15	WGP - South Africa
Oct. 22	AMA- Texas World
Oct. 29	AMA - Texas World
Nov. 5	WGP - Season Review
Nov. 12	WERA G.N.F. - Road Atlanta
Nov. 19	El Super Prestigio - Spain
Dec. 3	WSB - Japan
Dec. 10	WSB - Holland
Dec. 17	WSB - Malaysia
Dec. 24	WSB - Australia
Dec. 31	WSB - New Zealand

Check local listings for event times and dates in your area.

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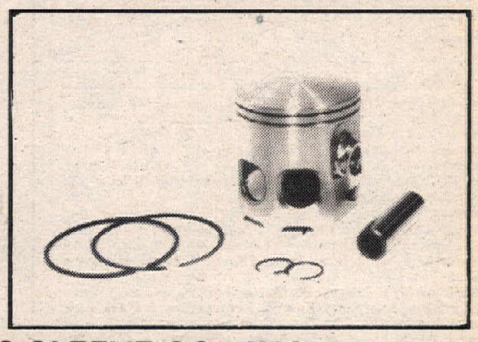

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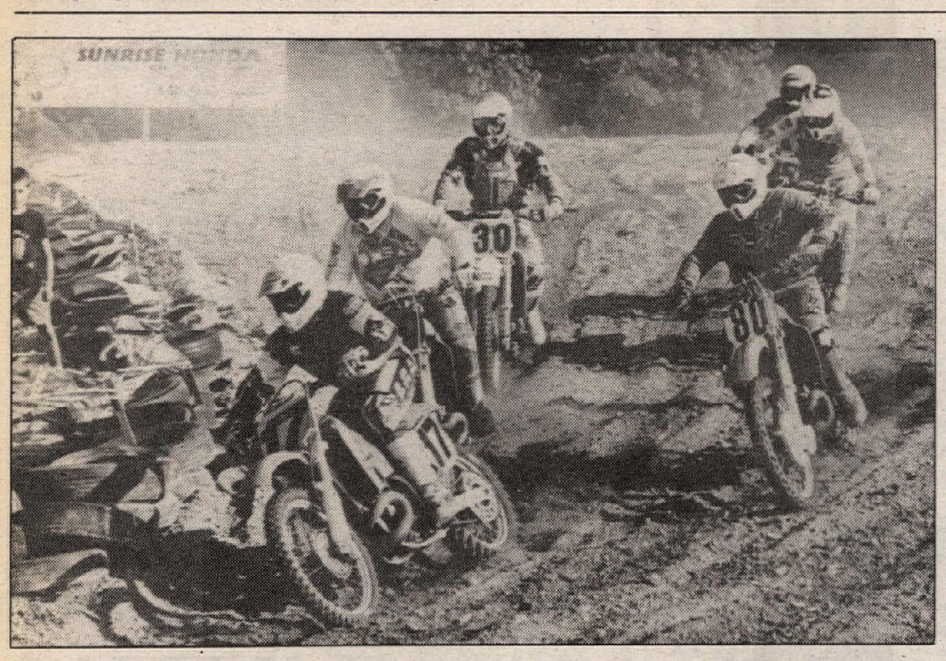
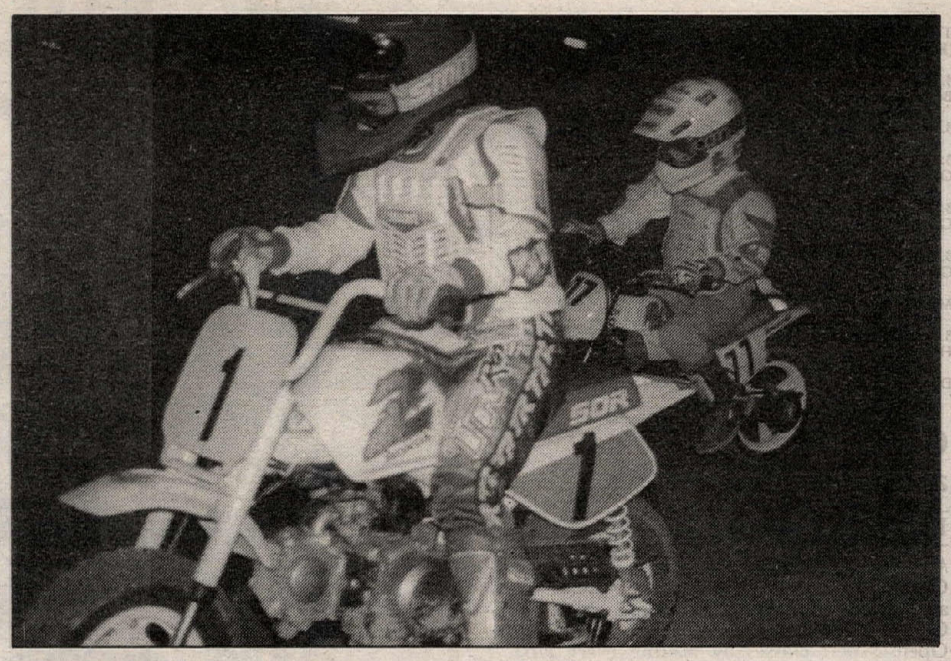
LOCAL EVENTS



Michael Noschese (17), Bob Walton (49) and Eric Webb (80) diced during 500cc Amateur class action at Bridgehampton MX. Noschese went on to score the win.



Chad Morgan (1) and Justin Kalnas (77) battled under the LACR MX lights.

250 EX: 1. Chris Hart (Hon); 2. Bill Newkirk (Yam); 3. Steve Long (Hon); 4. Justin Coolbeth (Yam); 5. Ken Dahlin (Hon).

OPEN AM: 1. Morgan Coolbeth (Rtx); 2. Don McGirr (Hon); 3. Joe Demento (Hon); 4. Jeff West (Rtx); 5. Doug Caswell (Hon).

OPEN EX: 1. Duane Veeder (Rtx); 2. Steve Longo (Rtx); 3. Justin Coolbeth (Rtx); 4. Bill Newkirk (Hon); 5. Chris Wnuk (Hon).

125 KNOBBY TT: 1. Dan Nolan (Suz); 2. Brandon Klintworth (Suz); 3. Eric Bouchard (Hon); 4. Mike Pinke (Suz); 5. Jason Sheehan (Hon).

OPEN KNOBBY TT: 1. Mario Darpino (Kaw); 2. Bryon Seyfried (Yam); 3. Fred Proctor (Hon); 4. Dave Devine (Kaw); 5. Jim Arre (Hon).

Noschese nabs Bridgehampton Motocross win

By Jim and Carolyn Simpson

BRIDGEHAMPTON, NY, OCT. 3

Michael Noschese used a come-from-behind second-moto win to nab the overall win in the 500cc Amateur class at Bridgehampton Motorsports Park.

Moto one started with Noschese grabbing the lead from the start, with Jeff Mitchell and Thomas Lequerque chasing the leader through lap one. Mitchell stayed with Noschese as the pair pulled away from the pack. Noschese shot over the edge of a berm and gave the lead to Mitchell as they approached the last lap. As Lequerique crossed the white flag he crashed and Noschese regained second. Mitchell scored the moto win.

Bob Walton took the early lead in moto two and Paul Wetheimer and Noschese played follow the leader out of the woods. Wertheimer made his move in the back section and took the lead before the end of lap one. Noschese then took over second place, dropping Walton to third. On the final lap, Wertheimer held the lead over Noschese, and Walton reclaimed third. Wertheimer's Kawasaki swapped sideways, and he went down, handing the lead and the overall win to Noschese. Mitchell took second for the moto and Wertheimer remounted to finish third.

Mike Michaels grabbed a handful and led the 125cc Expert class at the beginning of moto one, and Jerry Seip and Jason Rivas followed him through the woods. Rivas made a run and passed Seip, then started after Michaels. Rivas cranked it up and made the pass, only to wash out in a turn and hand the lead back to Michaels. Before Rivas could regroup, Seip passed him for second. Michaels won the moto with Seip in second.

Rivas claimed the lead on the beginning of moto two, and Michaels and Seip followed him through lap one. Seip pressured Rivas, forcing him wide in a turn and sneaking inside to grab the lead. Seip went on to the win, while Rivas cruised to second. Seip was awarded the overall win with a 2-1 score.

Results

S/SR: 1. Bud Fee (Hus); 2. Frank Carillo (Hon); 3. John Sanuth (Hon); 4. Ted Squires (Hon); 5. Art Anderson (Hon).

P/W: 1. Brian Murphy (Yam); 2. Joseph Dill (Hon); 3. Joseph Merrill (Hon).

MINI 7-11: 1. David DiPietro (Kaw); 2. Renzi Nesfield (Kaw); 3. James Wesfield (Kaw); 4. Matthew Dill (Kaw); 5. Ryan O'Malley (Kaw).

MINI 12-13: 1. Mike Carrieri (Kaw); 2. Tony Pedone (Kaw); 3. Mark Wenofke (Suz); 4. Phillip Stallone (Suz); 5. Michael Morris (Kaw).

MINI 14-15: 1. Steven Steelson (Kaw); 2. Steven Mallgren (Kaw); 3. Alex Kelch (Kaw).

125 NOV A: 1. Chris Scida (Kaw); 2. Anthony Donurremo (Kaw); 3. Brian Casey (Yam); 4. Brian Cook (Kaw); 5. Anthony Gangone (Hon).

125 NOV B: 1. Eric Flagg (Hon); 2. Jeffrey Single (Hon); 3. Mike Lusardi (Kaw); 4. Jason Brown (Hon); 5. Steve Froehlich (Suz).

250 NOV: 1. Andrew Signoriello (Hon); 2. Louis Sherry (Hon); 3. Michael Young (Hon); 4. William Flynn (Hon); 5. Edward Simons (Hon).

125 AM: 1. Vincent Allegretta (Kaw); 2. Brian Berry (Hon); 3. Gregory Katz (Hon); 4. Michael Migliorini (Hon); 5. Eddie Hololob (Suz).

250 AM: 1. Robert Federico (Hon); 2. Wesley Phillips (Suz); 3. Jeffrey Pinkosh (Kaw); 4. Eddie Hololob (Suz); 5. Robert Walton (Hon).

OPEN AM: 1. Michael Noschese (Hon); 2. Jeff Mitchell (Kaw); 3. Thomas Lequerigue (Hon); 4. Paul Wertheimer (Hon); 5. Robert Walton (Kaw).

125 EX: 1. Jerry Seip (Suz); 2. Joe Moura (Hon); 3. Mike Michels (Suz); 4. Jason Rivas (Suz); 5. John Laurine (Suz).

250 EX: 1. Jerry Seip (Suz); 2. Mike Michels (Hon); 3. Jason Rivas (Suz); 4. Rich Caccavano (Hon); 5. Joseph Zorn (Kaw).

SR AM: 1. Jeff Mitchell (Kaw); 2. Michael Noschese (Hon); 3. Robert Jarvis (Kaw); 4. Joe Dill (Kaw); 5. Nell Dagnoni (Kaw).

SR EX: 1. David Hurley (Kaw); 2. Nick Fatigate (Hon); 3. Jeff Stembel (Hon); 4. Joseph Merrill (Hon); 5. Marty Vaisnan (Hon).

LATE MODEL: 1. Joseph Feist (Kaw); 2. Robert Jarvis (Hon); 3. Donald Brown (Yam); 4. Jeff Rogers (KTM); 5. John Moloney (Suz).

VINT: 1. Richad Baulch; 2. Peter Brey; 3. Glen Van Cott.

SCHBY: 1. Vinny Allegretta (Kaw); 2. Brian Berry (Hon); 3. Eddie Hololob (Suz); 4. Eric Flag (Hon); 5. Mike Lusaro (Kaw).

COLBY: 1. Greg Murphy (Suz); 2. Joe Moura (Hon); 3. Wesley Phillips (Suz); 4. Robert Walton (Kaw); 5. Michael Migliorini (Hon).

+25: 1. Rich Caccavano (Hon); 2. Robert Federico (Hon); 3. Peter Fritscher (Yam); 4. Jeff Stemple (Hon); 5. David Hurley (Kaw).

Matalamaki mobs Moto West MX

By J.R. Canaguier

HOLLISTER, CA, OCT. 4

John Matalmaki won the Vet Novice class at the Hollister OHV Area Motocross.

As a warmup for the upcoming GFI Fall Series, the race format was changed to include 35-minute motos, a change which took its toll on some of the over 180 riders. Time would only permit the running of one moto for each class, so the racing was exciting.

The Vet Novice class provided some of the best racing of the day, as 19 riders used different strategies to see who could outlast the others. For Matalamaki, it was smoothness and no mistakes that earned him the win. After a see-saw battle with Steve Schwenk, Matalamaki put his YZ in front for good on lap 10 and cruised in for the win. Schwenk held on for second, while Greg Hesante finished third.

The 80cc class combined the beginners, novice and intermediates, with Intermediate class rider Justin Quinn easily scoring the overall. Jess Medley outran Ulysses Pollard and Tyler Evans to win the Novice division, while Richard Rodriquez won the Beginner class.

Results

500 BEG: 1. Ray Gammill (Hon); 2. Mark Blackburn (Kaw); 3. Ed McBride (Kaw); 4. James Dykeman (Hon); 5. Eric Murdaugh (Hon).

500 NOV: 1. Gene Young (Kaw).

OT NOV: 1. Ralph Willis (Yam); 2. J.R. Canaguier (Suz).

OT INT: 1. Max Goode (Hon).

OT EX: 1. Bill McClinton (ATK).

P/W: 1. Wesley Paterson (Hon); 2. Tyson Davis (Yam); 3. Nigel Childs (Yam).

P/W 80: 1. Travis Patterson (Yam).

60: 1. Kathy Pruitt (Kaw); 2. Tyson Davis (Kaw); 3. Brian Buckreus (Kaw).

80 NOV: 1. Jes Medley (Hon); 2. Ulysses Pollard (Suz); 3. Tyler Evans (Hon); 4. Kevin Gonzalas (Kaw); 5. Ricky Gonzalas (Suz).

80 BEG: 1. Richad Rodriguez (Kaw); 2. Ryan Krangnes (Kaw); 3. Kelly Quinn (Suz); 4. James Clore (Hon); 5. Nick McBride (Yam).

80 INT: 1. Justin Quinn (Suz).

125 BEG: 1. Mike Iacopi (Hon); 2. Richard Fajardo (Suz); 3. Mario Andreini (Yam); 4. Jeff Krangnes (Kaw); 5. Bryan Gill (Yam).

125 NOV: 1. Greg Ohlsen (Kaw); 2. Tim Alvernaz (Kaw); 3. Keith Lawton (Yam); 4. Ryan Brink (Kaw).

250 NOV: 1. Aaro Mattson (Yam); 2. David Berg (Hon); 3. Michael Renner (Kaw); 4. Scott Johnson (Yam); 5. Gary Plaatje (Yam).

250 BEG: 1. Pat Towne (Hus); 2. Saul Martinez (Yam); 3. Tim Reeder (Yam); 4. Bob Pimentel (Kaw); 5. John Canright (Kaw).

VET PRO: 1. Gary Rave (Kaw); 2. Pete Hann (Suz).

VET INT: 1. Tim Alarcon (Kaw); 2. Steve Matlock (Yam); 3. William Artau (HoN); 4. Tim Alvarado (Yam); 5. Robert Fields (Suz).

250 INT: 1. Marcus Sabado (Suz); 2. Rick Mattos (Suz); 3. Tony Vaca (Suz); 4. Anthony Alves (Yam).

250 PRO: 1. Jim Owens (Hon).

VET NOV: 1. John Matalamaki (Yam); 2. Steve Schwenk (Yam); 3. Greg Hesanke (Kaw); 4. John Traverso (Yam); 5. Ken Gorley (Yam).

25-29 BEG: 1. Michael Fogolin (Kaw); 2. Joe Garcia (Suz); 3. Legh Moore (Hon); 4. Rob Davis (Suz); 5. Ryan Opras (Suz).

25-29 NOV: 1. Michael Renner (Kaw); 2. Gary Plaatje (Yam); 3. Kevin Lundin (Hon).

Wood wins LACR Night MX

By Greg Robertson

PALMDALE, CA, OCT. 2

PJ1/Scott/N Style-sponsored Jason Wood won two contrasting motos to claim the overall 125cc Novice class victory at the California Racing Club's Friday night motocross, held at Los Angeles County Raceway.

As the riders completed the first lap in moto one, Wood held the lead ahead of Robby Hall, Mike Crosby and Josh Jenkins. An intense battle for the runner-up position developed as the three riders waited for Wood to make a mistake. Wood held off the charging trio all the way to the checkered flag for the win. Hall was second over Joe O'Hara who joined the fray in the closing laps.

Wood was virtually handed the second moto win when a chain reaction pileup caused all except Wood to go down on the first lap. With a 20-second lead on second place, Wood cruised to the easy victory. O'Hara recovered quickest to score second over Peter Yauri and Crosby.

Steve Corteville and Todd Broussard split moto wins in the Junior Vet Novice class, with Broussard coming out on top. Corteville shot into the first moto lead with Broussard in his shadow, and they quickly pulled away from the rest of the pack. Broussard dogged Corteville all the way to the checkered flag to take a close second. Danny Lorenz was a distant third over Glen Daunch.

Broussard powered his Kawaskai KX500 down the long start straight to lead the second moto. It was Corteville's turn to play catch-up as he worked up to second after gating fourth. Broussard kicked in the afterburners to stay a safe distance from Corteville all the way to the finish.

Results

P/W MOD: 1. Scott Howe (Yam).

P/W B-1: 1. Sean Collier (Yam); 2. Kyle Barden (Yam); 3. Chris Nihan (Yam); 4. Ricky West (Rcp); 5. Blake Mitchell (Yam).

P/W B-2: 1. Gerard Patin (Yam); 2. Chad Mogin (Yam); 3. ack Haden (Yam); 4. Brett Mountain (Yam); 5. Justin Kalnas (Yam).

60 0-8: 1. Scott Howe (Rcp); 2. Daryl Ecklund (Kaw).

60 9-11: 1. Christopher Gosselaar (Kaw); 2. Todd Gosselaar (Kaw); 3. Johner Faulker (DMC); 4. Adam Henry (Kaw); 5. Shane Mitchell (Kaw).

MINI BEG: 1. Clint Shepard (Suz); 2. Larry Venema (Kaw); 3. Josh Gregg (Suz); 4. Andrew Labrador (Suz); 5. Ito Posca (Suz).

125 BEG: 1. Darris Garner (Suz); 2. Mark Libardoni (Kaw); 3. John Hughbanks (Yam); 4. Darren Schamber (Hon); 5. Cody Metter (Kaw).

125 NOV: 1. Jason Wood (Suz); 2. Joe O'Hara (Hon); 3. Mike Crosby (Kaw); 4. Bobby Hall (Kaw); 5. Peter Yauri (Suz).

125 INT: 1. Jim Buntin (Suz).

125 PRO: 1. Darron Kemp (Suz).

250 BEG: 1. Mark Goebel (Hon); 2. Scott Link (Yam).

250 NOV: 1. John Valko (Kaw); 2. Michael Gilmore (Kaw); 3. Jason Trubey (Kaw); 4. Michael Pichette (Hon); 5. Erik Kleven (Hon).

250 INT: 1. Nick Mairose (Suz); 2. Karl Lindstrom (Hon); 3. Colin Couto (Kaw).

JR VET BEG: 1. Kurt Kliewer (Suz).

JR VET NOV: 1. Todd Broussard (Kaw); 2. Steve Corteville (Yam); 3. Danny Lorenz (Hon); 4. Glen Daunch (Hon); 5. Tim Hurley (Hon).

VET BEG: 1. Dan Bernardino (Suz); 2. Randy James (Hon); 3. Nick Jancic (Hon); 4. Robert Smith (KTM); 5. Mike Neminski (Hon).

VET NOV: 1. Rodney Morrison (Hon); 2. Rick Chownard (Hon); 3. Chris Haumont (Suz); 4. Joe Zipay (Hon); 5. Joseph Billings (Hon).

VET INT: 1. Marc Prince (KTM); 2. Eddie Caldwell (Hon).

VET PRO: 1. Bob Kline (Hon); 2. Martin Cisar (Hon).

SR BEG: 1. Jeff Carmien (Hus); 2. Larry Kirsch (Hon); 3. Bill Weltman (Hon).

Hoenshell huge at Texas HS

By Mark Childre

BASTROP, TX, OCT. 4

MS Racing/Scott/Arlington Suzuki-backed Clay Hoenshell downed defending AA champ, Steve Cardwell, at the scenic Powell Ranch race site of the Texas Hare Scrambles Championship Series' opening round.

Steve Cardwell took the holeshot on the dead-engine start, and blasted to a commanding early lead as the 14-rider AA class charged off the motocross section into the first mesquite grove. Former National Motocross Champion Kent Howerton was in pursuit in second place, while Hoenshell and Jeremy Fipps recovered from a turn-three pile-up. Cardwell had built a lead of one and a half minutes as he came into the first creek crossing. Howerton was in second.

The second creek crossing featured a short vertical section at the crest, leading into a woodlands section. Traversing a low rising hill, racers were led to the most challenging section of the eight-mile loop. The section featured six drops into a near-dry creek. Several of the banks were 20 feet tall, and nearly vertical.

Hoenshell was making a strong recovery, picking off the competition one by one, and finished the first lap in fourth.

"It was really dusty early on," said Hoenshell. "I couldn't see anything and there were these two guys on Yamahas going berzerk. They blew by me in the dust and one of them tried to take out a tree.

On the second lap, Hoenshell began pressuring Shawn Martin for third, blasting by in a motocross section. Next Hoenshell was by Howerton for second. Following the second lap, Howerton retired from the race.

"I was just tired," he said. "I worked outside all day yesterday to late in the evening, and wasn't very well prepared. It was a last-minute decision to race today."

Once in second, Hoenshell set his sights on the leading Cardwell. Midway through the third lap, Hoenshell was on Cardwell's fender. Hoenshell followed Cardwell for better than a lap before making his move for the lead as Cardwell bobbled in a turn while trying to negotiate lapped traffic.

Once in the lead, Hoenshell began to pull away quickly, pitting for the second time on the next lap. During the pit, Cardwell pulled back within five seconds. Hoenshell had a flat tire, but stayed ahead of Cardwell through the final two laps to score the win.

Results

O/A: 1. Sammy Rizzotto (Kaw); 2. John McLemore (Suz); 3. John Maldonado (Hon); 4. Mike Malony (Hon); 5. Gary Windham (Kaw).

AA: 1. Clay Hoenshell (Suz); 2. Steve Cardwell (Yam); 3. Shaun Martin (Yam); 4. Rick Blasingame (Hon); 5. Clifford Goertz (Hon).

OPEN A: 1. Sammy Rizzotto (Kaw); 2. Brian Holmes (Kaw); 3. Shane Wills (Hon); 4. Rodney Bartsch (Kaw); 5. Steve Mack (Yam).

250 A: 1. John McLemore (Suz); 2. Gary Windham (Kaw).

VET A: 1. John Maldonado (Hon); 2. Mike Maloney (Hon).

250 B: 1. Stewart Edwards (Hon); 2. Mark Vickers (Suz); 3. Thomas Walker (Kaw); 4. Carter White (Hon); 5. Kevin Counsil (Suz).

4-STRK: 1. Shane Osborn (Hon); 2. David Osborn (Hon); 3. David Walker (Hon); 4. Grant Morgan (Hon).

OPEN B: 1. Joel Gerdes (Hon); 2. Dave Martin (Kaw); 3. Brad Ohlemeier (Hon); 4. Darrin Cheatham (Hon); 5. Mike Ryan (Hon).

125 B: 1. Michael Elshout (Hon); 2. Chris Jansky (Yam); 3. James Clark (Hon); 4. Brian Broussard (Suz); 5. Ronnie Tatum (Hon).

50: 1. Michael Purks (Yam); 2. Waylon McColloch (Hon); 3. Borian Broussard (Hon).

VET B: 1. Larry Buckley (Hon); 2. Eddie Harrison (Kaw); 3. Derry Blish (Kaw); 4. Albert Spears (Hon); 5. Scott Mattison (Hon).

SR B: 1. Bobby Reynolds (Kaw); 2. Terry George (Kaw); 3. Bob Windham (Kaw); 4. Verlin Rathman (Hon); 5. Mike Krumrey (Kaw).

S/SR: 1. Bill Canion (Kaw); 2. Ken Langham (Yam); 3. Terry Wills (Kaw); 4. Francis Hess (Yam); 5. Calvin Cardwell (Kaw).
OPEN C: 1. David Hyden (Hon); 2. Craig Pingleton (Hon); 3. Harvey Garhey (Yam); 4. Karl Zimmerman (Hon); 5. James Bethel (Kaw).
WMN: 1. Danielle Lindma (Kaw); 2. Carolyn Davis (Suz); 3. Debbie Montey (Kaw).
SR A: 1. Kenneth Clark (KTM); 2. Nick Nickelson (Kaw); 3. Howard Juckett (Kaw); 4. Ferdinand Hroch (Kaw); 5. Norm Olley (Kaw).
200 B: 1. Mike Villamaret (Kaw); 2. David Mildren (Kaw); 3. Jimmy Quick (Kaw); 4. Dominic Muehr (Kaw); 5. Brian Grayer (Kaw).
200 C: 1. Bill Holland (Suz); 2. Phillip Bossley (Yam); 3. Lance Gallagher (Suz); 4. Theeron Johnson (Hon); 5. David Gartley (Hon).
JR: 1. Jeremy Buckley (Hon); 2. Steve Lojo (Hon); 3. Brian Mullins (Kaw); 4. Travis White (Hon); 5. Brian Canion (Hus).
60: 1. Brent Klima (Kaw); 2. Waylon McColloch (Hon); 3. Brandon Beabout (Hon); 4. Kenny Jones (Hon); 5. Hank Hanson (Hon).
80: 1. John Buckley (Hon); 2. Tray Viktorin (Kaw); 3. Drew Dunbar (Hon); 4. Roger Jones (Hon); 5. Jason Frerich (Hon).

Coleman, Rockwell double at Ocean Motocross

By T. Seller

AUBURN, NY, OCT. 3
Only two riders brought home double wins at District 3's Frozen Ocean Motocross; Chris Coleman made quick work of the 125cc and Open Expert classes by leading every lap, while Scott Rockwell posted a sweep of both Schoolboy motos and an overall win in the 125cc Amateur class.

Class points-leader Mike Doughtery took a back seat to Coleman in each Open Expert moto. Doughtery claimed second overall, and John Young posted a 3-3 score for third.

In the 125cc Expert class, Coleman and Tom Rice took charge of both motos. Rob Nessel was off their pace and finished a solid third ahead of Terry Kuhn.

The 125cc Amateur class second moto saw strong rides by Anthony Pavia and Ted Robinson, but first-moto spills hurt them overall. Rockwell posted a 1-4 tally to earn the overall ahead of Robinson. Jason Baron was the only consistent rider, with his 3-3 besting Pavia's 7-1 for third.

Results

OPEN EX: 1. Chris Coleman (Yam); 2. Mike Doughtery (KTM); 3. John Young (Kaw); 4. John Blake (Kaw); 5. Mike Murray (Hon).
125 AM: 1. Scott Rockwell (Suz); 2. Ted Robinson (Kaw); 3. Jason Bacon (Hon); 4. Anthony Pavia (Suz); 5. Daryl Smith (Kaw).
SR EX: 1. Mike Murray (Hon); 2. Gene Nighman (Kaw); 3. Frank Grosso (Kaw); 4. Ron Vincent (Yam); 5. Gordon Pollack (Hon).
SR AM: 1. Dan Murphy (Kaw); 2. Bill Addy (Suz); 3. Mike Meleski (Hon); 4. Darrel Hurlbutt (Suz); 5. Lionel Thurston (Hon).
S/SR: 1. Leon Whaley (KTM); 2. T. Seller (Kaw); 3. Robin Tyler (Hon); 4. Tom Cristiano (Hon).
SR NOV: 1. Howard Baker (Kaw); 2. Tony Grosso (Kaw); 3. Doug McKane (Suz); 4. Bob Hertel (Yam); 5. Ken Jones (Yam).
125 EX: 1. Chris Coleman (Yam); 2. Tom Rice (Hon); 3. Rob Nessel (Kaw); 4. Terry Kuhn (Yam); 5. Martin McDonald (Kaw).
250 AM: 1. Jason Langley (Hon); 2. Shane Lipe (Hon); 3. Gary Bush (Suz); 4. Jeff Frutchey (Kaw); 5. Richard Fields (Kaw).
OPEN AM: 1. Jim Allen (Kaw); 2. Jeff Crozier (Hon); 3. Andrew Peebles (Kaw).
SR MINI: 1. Mike Bissel (Suz); 2. Robert Gregg (Kaw); 3. Andrew Excell (Suz); 4. Tommy Lake (Kaw); 5. Dave Steele (Kaw).
COLBY EX: 1. Kevin Tyler (Hon); 2. Anthony Pavia (Suz).
SR MINI NOV: 1. Lee Weiss (Suz); 2. Bill Komonecky (Kaw); 3. Jon Clingerman (Kaw); 4. Zach DeSormeau (Suz).
JR MINI: 1. Tim Lees (Kaw); 2. Jerry Suits (Kaw); 3. Mike Doughtery (Kaw); 4. Jason Fox (Kaw); 5. Justin Murray (Kaw).
OPEN NOV: 1. Tony Grosso (Kaw); 2. Dave Kraccon (Kaw); 3. Monty Phinney (Kaw); 4. Jim Champion (Yam); 5. Russ Baver (Yam).
COLBY AM: 1. Ted Robinson (Kaw); 2. Gary Bush (Suz); 3. Darryl Smith (Kaw); 4. Jeff Frutchey (Kaw); 5. Jason Baron (Yam).
250 EX: 1. Pete Malyj (Kaw); 2. Rob Nessel (Kaw); 3. John Young (Kaw); 4. Gene Nighman (Kaw); 5. Martin McDonald (Kaw).
VINT: 1. Monty Phinney (Kaw); 2. Mike Meleski (Hon); 3. Kevin Amo (Kaw); 4. Jim Numbers (Kaw); 5. Keith Carroll (Hon).
SCHBY: 1. Scott Rockwell (Suz); 2. Mike Frish (Kaw); 3. Brent Muhlberger (Hon); 4. Jeff Lanieu (Yam); 5. Jeff McMalton (Kaw).
+25 EX: 1. Tom Rice (Yam); 2. Terry Kuhn (Yam); 3. Ken Titus (Kaw); 4. Bill Denman (Suz).
+25 AM: 1. Joe Brillo (Yam); 2. Bob Lorini (Kaw); 3. Brett Corkin (Hon); 4. Mike Poplowsky (Hon); 5. Pat Kangley (Suz).
200 NOV: 1. Jeff Lanieu (Yam); 2. Gary Kavenagh (Suz); 3. Duane Sampson (Kaw); 4. Aaron Andreatta (Kaw); 5. John Sheel (Hon).
50: 1. Justin Murray (M-M); 2. Mitch Doughtery (Yam); 3. Ron Vincent (Yam); 4. Dennis Gelatt (Hon); 5. Wayne Jennings (Yam).

Poovey sweeps Richmond Asphalt Short Track

By T.L. Coss

RICHMOND, VA, SEPT. 16
It was Terry Poovey's night at the Joe Kelly Motorsports-promoted Miller Genuine Draft Motorcycle Asphalt National Championship, held at Richmond Speedway.

Poovey established his dominance early on by setting fast qualifying time and posting a runaway win in his qualifying heat, leaving second and third place finishers Steve Beattie and Ken McConnell far behind to settle for spots in the semis.

The second heat saw Georgie Price hold off a hard-charging Rusty Rogers and Rodney Farris for a direct transfer to the main.

Heat three, the evening's second fastest,

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9111	11:30 pm - 12:30 am '85 Rosebowl SX Highlights LA Superbowl of MX	Wednesday, Sept. 9
9112	4:00 pm - 5:00 pm '85 World Supercross Finals, LA	Wednesday, Sept. 30

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MOTOVIDEO

CYCLE NEWS

PRIME TICKET

Hosted by Larry Huffman

PRIME TICKET :Thursday Nights Southern California / Las Vegas / Arizona Area

#	Time	Show	Date
9124	5:30 pm - 6:30 pm	'88 Meadowlands Supercross	Thursday, Oct. 22
9125	5:30 pm - 6:30 pm	'88 Tampa Supercross	Thursday, Oct. 29
9126	5:30 pm - 6:30 pm	Best of Supercross 1988	Thursday, Nov. 5

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LOCAL EVENTS

Larry Linkogle (210) and Mark Battista (18) led the 125cc Intermediates at Perris MX.

Pete Falconi (141) chased Davey Yezek (22) through Steel City MX Park's first turn.

went to Larry Pegram, and the last three heat winners Dave Hebb, Steve Burkholder, and Kris Kiser rounded out the front row for the main event.

Two riders advanced to the final from each semi. In the first semi, Rogers grabbed the holeshot and ran. Beattie worked his way to seocnd only to be challenged and overtaken by Rob Lewis.

James Hart beat the pack to the front in the second semi, with Kevin Varnes and Erik Graybeal bumping at his back tire. Graybeal spent the race knocking at the door for second, but Varnes refused to yield.

The Last Chance Qualifier was delayed in starting due to a problem with Beattie's machine when a front-end change went awry. Finally, the green flag dropped without Beattie on the line. Graybeal got out front this time and sewed up his slot in the main, while Farris jockeyed his way though the pack to a frustrating second.

In the Dash For Cash for the six fastest qualifiers, Poovey scooted off the line and kept on going. Pegram nailed down second, and Hebb held the lead in a cluster of three, surrounded by Kiser and Burkholder.

The B feature saw Beattie get another chance to compete. Donnie Kruzinski pulled the holeshot, but was overtaken by Tony Donahue, Geoff Clark, and Brian Strong. Beattie, starting from the back row, picked off Strong and then Clark. A hard dive inside on the last lap shot Beattie to the win and to a chance to compete in the A main.

In the A main, Poovey pulled off his third holeshot. Price, Kiser, Pegram, and Burkholder were on his tail, though, and Poovey had some work to do to break loose from the competition.

Poovey shook off all the challengers except Pegram and kept on moving. Pegram tried lines all over the track to get past, but Poovey got the drive he needed off the corners and never let Pegram get closer than a bike length.

Meanwhile, Lewis maneuvered his way through the pack to a third-place finish. Poovey got the checkered flag, the big bucks, and a gigantic trophy, all on his birthday!

Results

DFC: 1. Terry Poovey (Rtx); 2. Larry Pegram (Rtx); 3. Dave Hebb (Rtx); 4. Kris Kiser (H-D); 5. Steve Burkholder (Rtx).

B: 1. Steve Beattie (H-D); 2. Geoff Clark (Rtx); 3. Tony Donahue (H-D); 4. Donnie Kruzinski (KTM); 5. Rodney Farris (H-D).

NATIONAL C'SHIP: 1. Terry Poovey (Rtx); 2. Larry Pegram (Rtx); 3. Rob Lewis (H-D); 4. Rusty Rogers (H-D); 5. Kris Kiser (H-D).

Prince prances to Perris MX win

By Tony Alessi

PERRIS, CA, OCT. 4

Marc Prince piloted his H&S Cycle-sponsored KTM to a pair of near-perfect motos in the competitive Vet Novice class at the GFI Fall Series warm-up, held at Perris Raceway.

"I know I can win and today I want to prove it," said Greg Pagan prior to the first Vet Novice moto.

Pagan's words looked like they would turn to reality as he pulled away during the opening laps of the first Vet Novice moto. But by the third lap of a 13-lap race, things would begin to unravel for Pagan. Pagan stalled his bike in the finish line turn, then made small mistakes during the next two laps. Pagan's lead had all but diminished by the fifth lap, and Prince pulled up to challenge. Pagan appeared to be riding a bit tense and offered little resistance to Prince, who simply motored past and pulled away for the moto victory. Pagan faded to an eventual fifth by the end of moto behind Perry Rodenbeck, Jeff Young, Rodney Chavez and moto winner Prince.

The second moto saw Prince in the lead by the conclusion of the first lap followed by Chavez, Pagen and Young. Prince plotted a perfect course and navigated his KTM to the moto and overall wins. Greg Mazzio turned in an awesome come-from-behind-ride, charging from out of the top five to second. Chavez rode consistently in third, followed by Rodenbeck and Marion.

Jerry Jetton topped the 25-29 Novice class. The first moto saw a three-way battle between Jay Pavlovec, Jetton and Paul Kellon. Kellen led the first half of the moto but stumbled and fell in a hairpin turn. Kellen would remount in seventh and wouldn't be a threat the remainder of the moto.

Jetton chased Pavlovec for nearly 10 laps, never falling more than inches behind the Honda rider.

During the last half of the final lap, Pavlovec lost control of his machine and crashed. Jetton was quick to pick up the lead and sprint across the line for the win followed by Darrell Stratham. Pavlovec remounted in time to salvage third in front of C.T. Falk and Travis King.

Kellen grabbed the holeshot in the second moto and stole the show with a wire-to-wire romp of the class.

First moto winner Jetton suffered a poor start and worked up to second only to crash 50 yards before the checkered flag, handing second to Travis King and third to Pavlovec. Jetton rebounded for fourth which combined with his first moto win was good enough for the overall victory.

Results

50 FIRST TIMER: 1. Justin Haber (Yam); 2. Garth Williams (Yam); 3. Mike Alessi (Yam); 4. Christopher Renshaw (Yam).

50 D-1: 1. Ryan Picard (Yam); 2. Cale Wallace (Yam); 3. Ryan King (Yam); 4. Joe Anderson (Yam); 5. Ross Garcia.

50 D-2: 1. Ryan Hays (Yam); 2. Andrew Renshaw (Yam); 3. Doyle Marquez (Yam).

50 MOD D-1: 1. Cale Wallace (Yam); 2. Ryan Picard (Yam); 3. Ryan King (Yam); 4. Joe Anderson (Yam).

50 MOD D-2: 1. Jonathon Schmidt (Kaw); 2. Ryan Orr (Kaw); 3. Ross Garcia (Suz); 4. Mario Herrington (Suz); 5. Corey Haber (Kaw).

80 NOV: 1. Danny Carlson (Kaw); 2. Dan Barron (Kaw).

80 INT: 1. Shaun Perolio (Kaw); 2. Jerry Aleman (Suz).

125 BEG: 1. Josh Fink (Kaw); 2. Danny Guersey (Kaw); 3. Richard Stewart (Suz); 4. Zac Hybbert (Suz); 5. Marc Reyes (Suz).

125 NOV: 1. Steve Wamboldt (Hon); 2. Shaun Perolio (Kaw); 3. Charles Vice (Hon); 4. Drue Holdeman (Suz); 5. Tony Alessi (Suz).

125 INT: 1. Ty Kady (Kaw); 2. Mike Battista (Hon); 3. Tim Olson (Suz); 4. Larry Linkogle (Hon).

125 PRO: 1. Mike Chamberlain (Kaw).

250 BEG: 1. Jason Pearce (Suz); 2. Jamie Young (Yam); 3. Michael Barney (Hon); 4. Mike Mullen (Yam); 5. Henry Kokosenski (Hon).

250 NOV: 1. Shaun Fortier (Hon); 2. Bryce Barker (Suz); 3. Eric Martin (Yam); 4. David Bartow (Kaw); 5. Scott Marlow (Yam).

250 INT: 1. Tony Spear (Yam); 2. Travis Cory (Yam); 3. Brian Mangen (Yam).

250 PRO: 1. Gordon Ward (Kaw).

500 BEG: 1. Shaun Ward (Hon); 2. Mark Fishburn (Yam).

500 NOV: 1. Sterlyn Rigsby (Yam); 2. Jim Smith (Hon).

500 INT: 1. Bobby Hubbard (Hon); 2. Garth Milan (ATK).

500 PRO: 1. Brian Myerscough (ATK); 2. Willy Musgrave (ATK).

+25 BEG: 1. Craig Russell (Kaw); 2. Blake Orgill (Kaw); 3. Steve Peterson (Suz); 4. Chris Gerduse (Yam); 5. Henry Kokosenski (Hon).

+25 NOV: 1. Jerry Jetton (Suz); 2. Jay Pavlovec (Hon); 3. Paul Kellen (Yam); 4. Travis King (Yam); 5. Darrell Statham (Yam).

+25 INT: 1. Martin Klossner (Yam); 2. Jim Henn (Suz); 3. Tom Belton (Hon).

+30 NOV: 1. Marc Prince (KTM); 2. Rudy Chavez (Hon); 3. Perry Rodenbeck (Suz); 4. Greg Mazzio (Yam); 5. Jeff Young (Hon).

30 INT: 1. Tom Engel (Hon); 2. Ken Erb (Yam); 3. Rick Richards (Kaw); 4. J.S. Hanson (Hon); 5. Marc Crosby (Kaw).

+30 PRO: 1. Marc Johnson (Suz).

+35 NOV: 1. Paul Ikeda (Hon); 2. Greg Haber (Yam); 3. Louie Springer (Suz); 4. Scott Freeman (Yam); 5. Randy Bruce (Yam).

+35 INT: 1. Karl Scanlan (Yam); 2. George Kohler (Suz); 3. Ray Pisarski (Hon); 4. Alan Olson (Hon); 5. Carl Gadzafy (Hon).

+40 NOV: 1. Phillip Black (Hon).

+40 INT: 1. Karl Scanlan (Yam).

+40 EX: 1. George Kohler (Yam); 2. Ray Pisarski (HoN); 3. Alan Olson (Suz); 4. Carl Gazafy (Hon); 5. Jody Weisel (Hon).

Yezek yanks Steel City MX

DELMONT, PA, SEPT. 26

Nearly 600 amateur and Pro-Am motocrossers turned out for Amateur Day at Steel City MX Park, where the big winners were Davey Yezek, Phil Gauthier and Davey Coombs.

Yezek's 250cc A class victory came as the result of a 1-1 moto performance. In both motos, Yezek had to deal with local favorite Mike McDonald and Jeff Curry. Yezek was able to turn an early lead into a comfortable margin at the end of each of the five-lap motos. McDonald finished second overall via a 2-2 tally, while Curry ran 3-3 for third.

Gauthier and Coombs posted similar two-heat sweeps in their divisions. Gauthier was chased by Brian MacMillan and Joseph Oldham both times out in Open A action. Coombs dueled with North Carolina's Jim Neese in the first 125cc A moto until Neese tipped over in a slow corner and ended up third behind Coombs and McDonald. In the following moto, Neese fell in the second corner and could only work his way back up to fourth in the 17-rider class. Shane Lawson finished second after battling with fellow Suzuki rider McDonald.

Coombs returned later to win the Junior Plus 25 A class with Kentucky's Mark Guy scoring second overall and Jeff Steinrock third. The Vet A Plus 30 leader was Steinrock, who was able to turn the tables on Guy.

Bobb Stovall was on top of his game in 125cc B racing, bettering local hero Josh Swet in round one racing. Stovall, 21 years old, outpaced 14-year-old Swet both times out to claim the overall. In the second 125cc B group, Matt Maximoff proved that his transition from mini cycles to big bikes was working out fine; the 16-year-old won both motos on his 1993 RM 125. Big Bagwell finished second with a 3-2 score.

Mike Nutter beat 30 other riders in recording the 250cc B class win at Steel City, winning both motos aboard his Kawasaki.

The showcase mini cycle race featured local hero Jimmy Evans and newly crowned AMA Amateur National Champion Brock Sellards. After Evans recorded the 85cc 14-15 overall win, he and Sellards battled in the Super Mini division. In both races Sellards emerged the winner, while Evans raced to a close second.

Results

125 A: 1. Davey Coombs (Suz); 2. Mike McDonald (Suz); 3. Shane Lawson (Suz); 4. Jim Neese (Kaw); 5. Mark Weaver (Suz).

250 A: 1. Davey Yezek (Kaw); 2. Mike McDonald (Suz); 3. Jeff Curry (Kaw); 4. Richard Sprather (Hon); 5. Jeff Decker (Suz).

OPEN A: 1. Phillip Gauthier (Kaw); 2. Brian MacMillan (Kaw); 3. Joseph Oldham (Hon); 4. Shane Edwards (Kaw); 5. Don Heberlein (Kaw).

+25 A: 1. Davey Coombs (Suz); 2. Mark Guy (Yam); 3. Jeff Steinrock (Yam); 4. Craig Martin (Kaw); 5. Kevin Claytor (Suz).

+25 B: 1. Gregory Payne (Suz); 2. Ray Vagarasoto (Hon); 3. James Miller (Hon); 4. Todd Ervin (Hon); 5. Steve Kiesler (Kaw).

+30 A: 1. Jeff Steinrock (Yam); 2. Mark Guy (Yam); 3. James Knisely (Hon); 4. Joseph Oldham (Hon); 5. David Bachman (Yam).

+30 B: 1. Stan Talago (Yam); 2. David Starr (Hon); 3. John McConnell (Kaw); 4. Allen Milarcik (Kaw); 5. Todd Ervin (Hon).

+40: 1. Dave Curry (Kaw); 2. Skip Stewart (Kaw); 3. Tom Lewis (Hon); 4. Raymond Hoffman (Kaw); 5. David Dehner (Kaw).

125 B D-1: 1. Bobby Stovall (Kaw); 2. Josh Sweat (Suz); 3. Brian Patterson (Hon); 4. Chad Sanner (Hon); 5. Chad Kresge (Kaw).

125 B D-2: 1. Matt Maximoff (Suz); 2. William Bagwell (Yam); 3. Kirt Deboer (Suz); 4. Christopher Lykens (Kaw); 5. Shawn Schultz (Kaw).

250 B: 1. Mike Nutter (Kaw); 2. Keith Gwinn (Yam); 3. Shay Fisher (Hon); 4. Scott McGill (Suz); 5. Bill Demastry (Yam).

OPEN B: 1. Mike Stelmack (Hon); 2. Timothy Smith (KTM); 3. Kevin Poole (KTM); 4. Dean Auen (Hon); 5. Dennis Brickles (Kaw).

125 C D-1: 1. Anthony Grimmell (Hon); 2. Jeff Spare (Hon); 3. Donald Luther (Suz); 4. John Gosnell (Hon); 5. Eric Cooper (Hon).

125 C D-2: 1. Richard Ray (Suz); 2. Ryan Michalovicz (Kaw); 3. Chad Cutler (Kaw); 4. Douglas Slingsby (Kaw); 5. Bryan Philbrick (Suz).

250 C D-1: 1. James Miller (Hon); 2. Kenney Newhouse (Yam); 3. Robert Helzer (Hon); 4. Chuck Morrison (Yam); 5. Daria Khachi (Suz).

250 C D-2: 1. Brad Martin (Hon); 2. Mike Bombich (Yam); 3. Mike Hill (Kaw); 4. Ron Harris (Hon); 5. Rick Michaels (Hon).

OPEN C: 1. Steven Hagofsky (Hon); 2. James Skok (KTM); 3. Gerald Gatrell (Hon); 4. Donald Zahorohak (Hon); 5. Richard Overcash (Hon).

VINT: 1. Herbert Hooks (Yam); 2. Joe Volkar (Hon); 3. Mike Garcia (Mai); 4. Thomas Stokum (Suz); 5. Donald Gerhart (Yam).

COLBY: 1. Chad Kresge (Kaw); 2. Kirk Kruze (Suz); 3. Paxton Mendelssohn (Yam); 4. Kevin Anton (Hon); 5. Kevin Hafer (Suz).

SCHBY: 1. Josh Sweat (Suz); 2. Chad Sanner (Hon); 3. Matt Maximoff (Suz); 4. James Knapp (Kaw); 5. Chad Oppy (Suz).

S/MINI: 1. Brock Sellards (Kaw); 2. Jimmy Evans (Kaw); 3. Ronny Robinson (Suz); 4. Nicolas Wey (Kaw); 5. Travis Pastrana (Suz).

85 14-15: 1. Jimmy Evans (Kaw); 2. Antonio Magaro (Kaw); 3. Caleb Swartz (Kaw); 4. Melanie McConnell (Yam); 5. Steve Plusquellic (Hon).

85 12-13: 1. Ronny Robinson (Suz); 2. Karl Scott (Kaw); 3. Amber Hughes (Suz); 4. Ryan Gates (Suz); 5. Mike Barto (Suz).

85 7-11: 1. Nicholas Wey (Kaw); 2. Travis Pastrana (Suz); 3. Timothy Stroyne (Kaw); 4. Branden Jesseman (Suz); 5. Ryan Edixon (Suz).

65: 1. Branden Jesseman (Kaw); 2. Larry Rust (Kaw); 3. Calvin Kent (Kaw); 4. Richard Pierce (Kaw); 5. Tony Gismondi (Kaw).

51: 1. Brad McClellan (Itj); 2. Brent Maimine (Yam); 3. Gene Sluth (Yam); 4. Kyle Polter (Yam); 5. Chris Hanshaw (Itj).

Watkins wails on Riverfront MX

By John Silva

MARYSVILLE, CA, OCT. 11

Derek Watkins piloted his MBL Racing-sponsored Honda to victory in both 125cc Intermediate motos at Riverfront Park.

The 125cc Intermediate and Junior classes started together, and the first turn was full of action. Watkins was on an inside line, but had the door closed on him by Joe Lawwill and Junior rider Ken Bennett. Watkins retaliated by out-jumping the early leaders in the first set of doubles, and when the riders emerged from turn three, Watkins had taken over the lead. Lawwill maintained second place with Bennett and Robb Fosberg in tow.

Watkins began to stretch out a lead, and was over five bike lengths ahead of Lawwill as he entered the finish-line rockers. Shane Medford made a move and jumped up into fourth place on lap two. Lawwill bobbled in the back section, allowing Bennett to slip his Kawasaki into second place.

Out front, Watkins flew his Honda brazenly, never backing off despite a nearly insurmountable lead over second place. Watkins was especially impressive in the rockers, revving his bike to the limit and skimming through the roughest sections. Watkins cruised in for first, but Bennett had to battle to the flag for second place. Medford came on strong in the last lap, but had to settle for third.

The second moto started well for Watkins, as he led the pack from the drop of the start gate. Lawwill was second and Bennett was third. Watkins showed no mercy, and put his Honda on a pace that rapidly distanced him from the field. Bennett moved under Lawwill to steal second on lap two. Medford moved up also, assuming fourth place behind Lawwill. Forsburg had some problems finding a comfortable line in the early laps, but got it together by midrace, moving up to fifth place.

With two laps remaining, Lawwill regained second by reacting quickly to a slip by Bennett. At the checkered flag, Watkins notched another win, finishing a half-lap ahead of second place. Behind Watkins the battle was closer, but Lawwill held on to second ahead of Bennett, with Medford and Forsberg rounding out the top five.

Results

80 JR: 1. Ryan Duntsch (Suz); 2. Neil Wright (Kaw).
80 BEG: 1. Brandon Moakley (Suz); 2. Mike Gorda (Kaw).
125 INT: 1. Derek Watkins (Hon); 2. Joe Lawwill (Suz); 3. Robb Forsberg (Suz).
125 JR: 1. Ken Bennett (Kaw); 2. Shane Medford (Hon); 3. Tim Dughman (Yam).
125 BEG: 1. David Brown (Hon); 2. Lawrence Moroles (Kaw); 3. Damon Letcher (Hon); 4. Kelly Hicks (Yam); 5. Brian Case (Hon).
250 INT: 1. Leo Poldervaart (Hon).
250 JR: 1. Colin Moakley (Yam); 2. Mike Johnson (Suz).
250 BEG: 1. Dan Nelson (Suz); 2. Mark Blackburn (Hon); 3. Ralph Spaletta (Hon); 4. Ed Tatum (Kaw); 5. Craig Weitz (Yam).
500: 1. Thomas Hampton (Hus); 2. Jeff Benedict (Kaw); 3. Eric Colson (Hon).
OT MSTR: 1. Tim Colvert (Hon); 2. Jim Galantioto (Hon); 3. Duane Spence (Hon).
OT INT: 1. Ervin Fenburg (Kaw).
OT JR: 1. Don Flaner (Kaw); 2. Leo Trombley (ATK); 3. Dan Brightwell (Hon).
VET PRO: 1. Dave Coupe (Hon); 2. John Volk (Suz); 3. Tony Milner (Yam).
VET INT: 1. Ken Pederson (Kaw); 2. Glenn Zetterguist (Hon); 3. Steve Parker (Yam).
VET JR: 1. Ken Bremeisen (Suz); 2. David Berg (Hon); 3. Doug Percey (Yam); 4. Michael Renner (Kaw); 5. Matt Head (Yam).

Sweetland sweet at Vulture Mine Hare Scrambles

By A.H. Tellier

WICKENBURG, AZ, OCT 11
Team Green desert ace Garth Sweetland scored the overall and Open class wins at the ADRA's 18th Annual Vulture Mine 100 desert race.

The race featured unseasonably warm weather, which proved to be the downfall for Destry Abbott. The number-one plate holder was clicking off lap times around the 10-mile-long rough, rocky course at a pace two miles per hour quicker than Sweetland, and seemed to be a shoo-in for the win. However, Abbott suffered from heat exhaustion and became ill, falling off his pace.

Sweetland completed the six laps at a pace of nearly 34 mph for the win. Ken Kozlick followed in second place. Pat Prosser came home in third overall, edging out Mike Kozlick.

Joe Prosser was the only Super Senior to complete five laps, and put away Al Forbes for the class win. Prosser was understandably exhausted at the finish.

Troy Kalina withstood several challenges from Eddie Nordstrom and Mark Draper to top the Open Amateur class.

In the Plus-30 Amateur class, Jim Roewer's spark arrestor came off, and he could not back up his win streak. Rules require a spark arrestor to be run at all times, so Roewer had to stop and make repairs. His pit stop took an agonizingly-long 15 minutes, and Hank LaPorte cruised ahead to the victory. Roewer still managed to work his way back up to fifth place.

Results

O/A: 1. Garth Sweetland (Kaw).
OPEN EX: 1. Garth Sweetland (Kaw).
OPEN AM: 1. Troy Kalina (Kaw).
200 AM: 1. Steve Richards (Hon).
28 EX: 1. Pat Prosser (KTM).
38 EX: 1. Rob Beggs (KTM).
30 AM: 1. Hank LaPorte (Hon).
30 VET: 1. Rich Harmon (KTM).
40 VET: 1. Pat Hoban (Hon).
50 VET: 1. Joe Prosser (KTM).
OPEN NOV: 1. Kevin Best (Hon).
250 NOV: 1. Loren Calhoun (Yam).
200 NOV: 1. Matt Murphy (Yam).

Engstrom eases to Moto City Motocross win

By Tim McBride

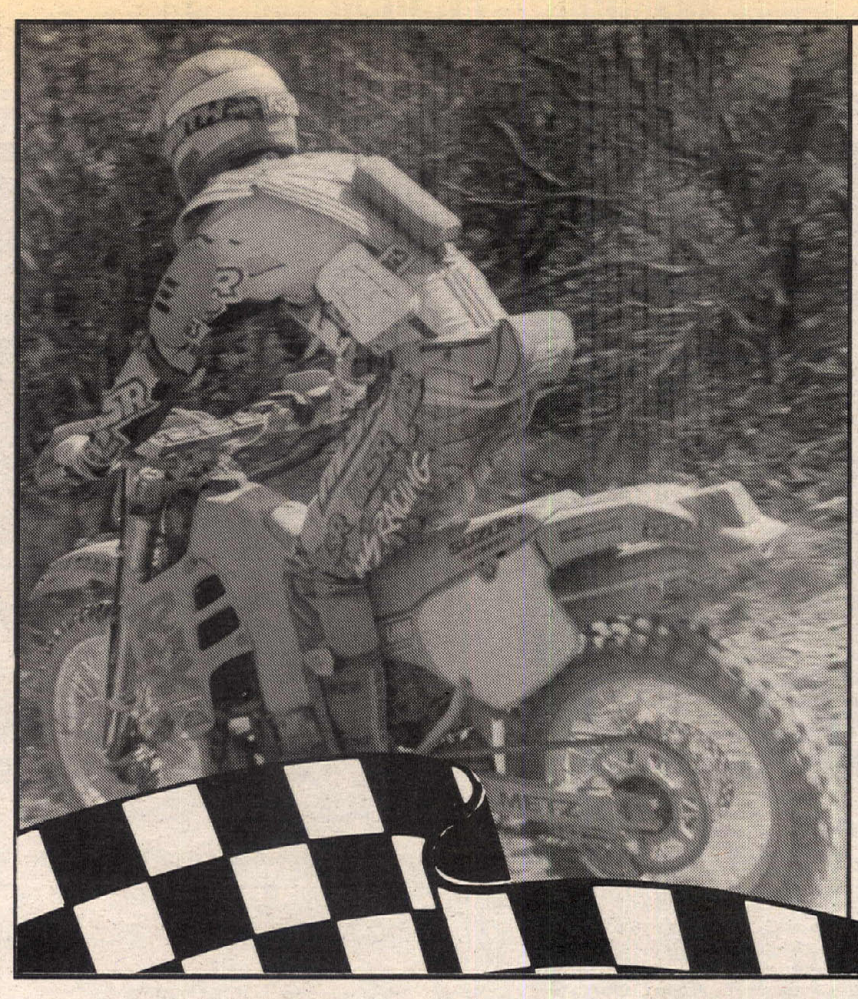
ST. CROIX FALLS, WI, OCT. 4
Robbie Engstrom piloted his Tously Sports/Bob's Cycle Supply/Toroc-backed Honda to convincing wins in both motos of the Open A class during Moto City Raceway's final event of the season.

Engstrom nailed the holeshot in the first moto. Once out front, he opened up a comfortable lead over the battle for second between Chris Benze, Marty Clark, Scott Steinle and Bill Engstrom. Robbie Engstrom greeted the checkers first, while Benze held off a hard-charging Clark to garner second.

Moto two was a carbon copy for Engstrom and Benzo. A strong third-place finish, along with a fourth place in moto one, was good enough to score third overall for Steinle.

Engstrom continued his winning ways in the 250cc A class. At the start of the moto one, Engstrom again pulled another good start and rode flawlessly to score the win going away. Jason Kemple recovered from a bad start and charged through the pack to take second from Chad Winecki on lap two. Pospisil gated sixth and worked his way past Jason Colbert and Kyle Love for fourth.

As moto two got underway, it looked like another Engstrom runaway, but as the pack rounded the first turn and entered the whoop section, Engstrom was nowhere to be found. Colbert ran out front ahead of Winecke, Pospisil, Rob Bergstrom and Steve Klar, but back in turn one, Engstrom and Jarrod



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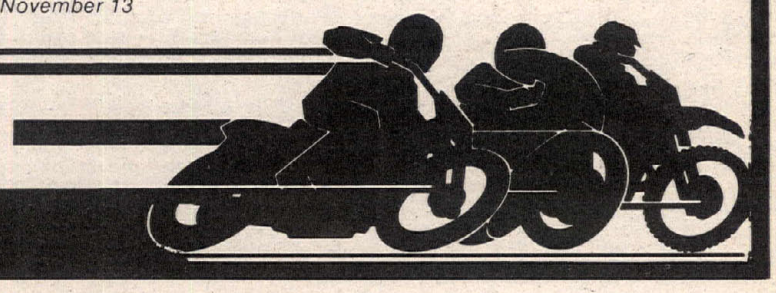

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LOCAL EVENTS

(Left to right) Jay Springsteen, Chris Carr and Mickey Fay stood atop the victory podium at the Castle Rock Western Regional TT. Carr won and Fay finished second.

Chris Rose slid through the Hidden Acres MX mud to finish third in the +25 B class.

Fortune had crashed together and Fortune's foot was caught in Engstrom's rear wheel.

"We had to be extra-careful removing Jerrod's foot from my bike," explained Engstrom. "It was stuck between my tire and swingarm."

Engstrom remounted, but was a lap down. On lap two, Pospisil moved by Winecke and set his sights on Colbert, while Kemple was forced to pull off with brake problems. Pospisil reeled in Colbert and on the last lap was able to slip by to steal the victory. Pospisil's 4-1 finishes earned him the overall win.

Results

YTH: 1. Steve Klar (Hon); 2. Craig Cunningham (Yam); 3. Matt Kliene (Hon); 4. Cory Concoren (Kaw).
+125: 1. Bill Engstrom (Hon); 2. Jay Hoenk (Hon); 3. Scott Steinle (Hon); 4. Aaron Kolb (Hon); 5. Bob Bargstrom (Yam).
17-24 A/B: 1. Chris Bense (Kaw); 2. Chad Winecke (Hon); 3. James Povolny (Kaw); 4. Robert Rainer (Hon).
MINI JR: 1. Lance Cunningham (Kaw); 2. Cory Huppert (Kaw); 3. Eric Gerbers (Hon); 4. Ryan Negaw (Kaw).
P/W: 1. Courtney Sampson (Kaw); 2. Randy Palmer (Kaw); 3. Andy Schnieder (Kaw); 4. Zack Derry (Kaw).
VET C: 1. Vincent Linders (Hon); 2. Mark Deal (Yam); 3. Nathan Mates (Hon); 4. Dave Huncir (Hon).
S/SR: 1. John Tieden (Yam); 2. John Alfords (Kaw); 3. Dave Knospe (Kaw).
7-24 C: 1. Brian Dick (Hon); 2. Joe Patzoldt (Yam); 3. Tom Nertz (Yam); 4. Craig Raes (Hon).
VET A: 1. Mike Graif (Hon); 2. Scott Cripps (Hon); 3. Russel Anthony (Hon); 4. Bradly Konsor (Hon).
MICRO MINI: 1. Kyle Schantzen (Yam); 2. Billy Krusmark (Yam); 3. Billy Olson (Yam); 4. Jake Perry (Yam); 5. Joe Ettesvold (Yam).
MINI SR: 1. Aaron Huppert (Suz); 2. Arron Pape (Kaw); 3. Mike Ettesvold (Hon); 4. Ryan Broughton (Hon); 5. Chad Alfords (Suz).
125 A: 1. Pat Donaho (Hon); 2. Jason Kemple (Yam); 3. James Povolny (Kaw); 4. Tim Pospisil (Kaw).
125 B: 1. Dusty McHillen (Hon); 2. Noel Kohanski (Yam); 3. Kelly Nylund (Hon); 4. Greg Foeller (Kaw); 5. Craig Johnson (Kaw).
125 C D-1: 1. Craig Cunningham (Yam); 2. Eric Allen (Hon); 3. Joe Olson (Hon); 4. Donald Fox (Kaw); 5. Mike Little (Kaw).
125 C D-2: 1. Craig Raes (Hon); 2. Cecil Myers (Suz); 3. Dave Guzzo (Yam); 4. Simon Tusler (Hon); 5. Keith Johnson (Yam).
250 A: 1. Scott Hubbard (Hon); 2. Josh Patzoldt (Yam); 3. Joe Olson (Hon); 4. William Krenik (Hon); 5. Tom Nertz (Yam).
250 C: 1. Terry Kainger (Hon); 2. Fred Freese (Hon); 3. Dave Knospe (Hon); 4. Mark Deal (Yam); 5. Vincent Painer (Hon).
250 B: 1. John Oelkers (Hon); 2. Noel Kohanski (Yam); 3. Rodney Matheson (Yam).
OPEN C: 1. Ronald Rainer (Kaw); 2. William Krenik (Hon).
OPEN A: 1. Robbie Engstrom (Hon); 2. Chris Bense (Kaw); 3. Scott Steinle (Hon); 4. Bill Engstrom (Hon).
250 A: 1. Tim Pospisil (Kaw); 2. Robbie Engstrom (Kaw); 3. Chad Winecke (Hon); 4. Jeff Colbert (Hon).
WMN: 1. Amy Cmoth; 2. Danielle Deal; 3. Michell Watelzho; 4. Michell Renacker; 5. Cheryl Young.

Carr nabs Castle Rock TT win

By Derryl Anderson
Photo by Flat Trak Fotos

CASTLE ROCK, WA, SEPT. 18
Chris Carr piloted his Harley-Davidson Inc./Arai/Hap Jones/Sunoco/Alpinestars-backed, Kenny Tolbert-tuned, Harley-Davidson XR600 to the win at the Darrell Davis AMA Western Regional TT, held at the Castle Rock TT.

Carr posted the fastest qualifying time of the night by rounding the track in 21.81 seconds and eclipsing the track record of 22.27 that he set last year. Second fastest was Andy Tresser, while Ron Yamamoto, Rex Fisher and Mickey Fay rounded out the five fastest.

In heat one, Rick Hocking got an excellent scratch and reached turn one well ahead of Carr, Fay, Kirk Strong and Dan Stanley. Within two laps, Carr was all over Hocking but could not find an opening. Hocking was running unusually fast and as the laps ran out, Carr seemed content to just study Hockings' lines and wait for the main event. Hocking and Carr transfered to the main with the remainder going to one of two semis.

In heat two, Aaron Hill got the scratch and the initial lead followed by Rick Henson, Joe Kopp, Fay, Springsteen and Tresser. Fay got by Kopp and Henson with three-time Grand National Champion Springsteen in tow. With two laps to go, Fay slid past Hill for the lead. Meanwhile, Tresser moved up to third as Springsteen also got by Hill. At the checkered flag it was Fay and Springsteen going to the main with Tresser, Hill, Henson, Ron Waters, Kit Farley and the others going to a semi.

Jeff Annen got the holeshot in the third and final heat race and went wire-to-wire without looking back. Behind him were Randy Roose, Yamamoto, Don Wilson and Rex Fisher. Fisher passed Wilson and the final order was set. Going to the main event were Annen and Roose.

Two rows of anxious riders lined up for the first of two semis which would send the top three finishers in each to the main. Stanley took control of the first semi followed by Hill and Speedy Kell. Transferring out of the second semi were Fisher, Ron Yamamoto and Strong.

In the main event, the crowd came alive when Springsteen got the holeshot ahead of Annen, Fay, Carr and Roose. On lap two, Annen passed Springsteen and led for several laps before he slid out and dropped to the rear.

By lap three, Carr came from fourth to take the lead. Lap five saw Fay go by Springsteen, but Carr had a 30-yard advantage that he never gave up. Towards the end, Carr still had a sizeable lead on Fay, who in turn had 30-yards on Springsteen.

"I'd like to thank Kenny Tolbert for tuning my factory Harley and the Mt. St. Helens M.C. Club for doing such an excellent job and especially to Jim Davis for all of his work and dedication at Castle Rock," said Carr, as he presented Mr. Davis with his Darell Davis Western Regional trophy.

Results

EX: 1. Chris Carr (H-D); 2. Mickey Fay (Rtx); 3. Jay Springsteen (H-D); 4. Randy Roose (Rtx); 5. Kirk Strong (Rtx).

Rand right-on at Haspin Acres MX

By Jim Fliehman

LAUREL, IN, OCT. 3-4
Greg Rand rode flawlessly to convincing wins in both Saturday night's and Sunday's motocross races at Haspin Acres Motorsports Park.

Saturday night's Dash For Cash program saw Kurt Hough and Rick Denny try to hold back the Suzuki of Greg Rand. Hough had the early lead in moto one, but on lap two Rand wicked it up, clearing the triple and moving up next to Hough, as Denny watched from third. Rand then launched off a tabletop to take over the lead and controlled the moto from that point on.

Moto two saw Mike Faulk holeshot the pack of cash-hungry riders, only to have Rand outbrake him and accelerate by in the next corner. Rand again led the remainder of the moto for the win.

Results

SATURDAY
MINI: 1. Colt Beal (Hon); 2. Billy Deaton (Kaw); 3. Darrell Pitzinger (Yam); 4. Robert Nugent (Yam); 5. Jason Gibson (Kaw).
125: 1. Travis McQuire (Suz); 2. Kurt Hough (Kaw); 3. Steve Richards (Kaw); 4. Brad Ott (Hon); 5. Mike Nicholas (Hon).
250 D-1: 1. Greg Rand (Suz); 2. Kurt Hough (Kaw); 3. Bob Knua (Suz); 4. Rick Hunsaker (Kaw); 5. Randy Oakes (Suz).
250 D-2: 1. Steve Reid (Hon); 2. Dewight Early (Hon); 3. Robert Layton (Suz); 4. Steve Stagge (Hon); 5. Steve Pigg (Hon).
NOV: 1. Mike Nicholas (Hon); 2. Mike Satter (Kaw); 3. Steve Colegate (Hon); 4. Brent Long (Kaw); 5. Jason Sharp (Kaw).
SR: 1. Cole York (Hon); 2. Randy Oakes (Suz); 3. Gordon Sepulada (Kaw); 4. Charlie Mullins (Suz); 5. Rick Hunsaker (Kaw).
DFC: 1. Greg Rand (Suz); 2. Kurt Hough (Kaw); 3. Rick Denney (Hon); 4. Steven Richards (Kaw); 5. Mike Faulk (Hon).
4-STRK: 1. Raymond Hauck (Kaw); 2. Ray Fox (Hon); 3. Cory Bender (Kaw); 4. Mike Ketner (Hon); 5. Jerry Fliehman.
SUNDAY
MINI: 1. Brad Doyle (Kaw); 2. Eric Gardner (Kaw); 3. David Carter (Suz); 4. B.J. Fessellman (Kaw); 5. Chad Ryan (Kaw).
125: 1. Greg Rand (Suz); 2. Steve Richards (Kaw); 3. Jeff Brewer (Hon); 4. Gary Winters (Kaw); 5. Terry Benard (Suz).
250 D-1: 1. Tim Skidmore (Kaw); 2. Bob Hearth (Kaw); 3. Jeff Pfaller (Yam); 4. Bob Knau (Suz); 5. Gary Winters (Hon).
250 D-2: 1. Justin Cases (Hon); 2. Jerry Fliehman; 3. Steve Pigg (Hon); 5. Steve Zapfe (Hon); 5. Chuck Dieckhoff (Hon).
NOV: 1. Mike Nicholas (Hon); 2. Steve Colegate (Hon); 3. Greg Nicholas (Suz); 4. Estel Walton (Suz); 5. Jr. Johnson (Yam).
OPEN: 1. Mike Faulk (Hon); 2. Billy Preston (Yam); 3. Jerry Miller; 4. Don Bell (Kaw); 5. Mike Fronk (Yam).
SR: 1. Cole York (Hon); 2. John Fryman (Kaw); 3. Jerry Miller (Yam); 4. Wayne Carter (Suz); 5. Mike Erdman (Suz).
DFC: 1. Greg Rand (Suz); 2. Steve Cross (Suz); 3. Steven Richards (Kaw); 4. Travis McQuire (Hon); 5. Mike Faulk (Hon).
4-STRK: 1. Tom Aranyous (Hon); 2. Joe Dieckhoff (Hon); 3. Ray Fox (Hon); 4. John Sears (Suz); 5. Tony Mason (Yam).

Walker runs at Hidden Acres MX

By Barbara and Loren Williams

KINGSPORT, TN, SEPT. 27
Kevin Walker took advantage of some bad luck on Mike Brown's part to grab the 125cc A class win on a muddy day at Hidden Acres MX Park. Conditions were so bad that lap times were more than twice as long as normal, and officials decided to count the first-moto results as final.

Brown was one racer who seemed to handle the sloppy conditions with ease. Grabbing the holeshot, Brown turned his first lap in two minutes and 15 seconds, only slightly off the usual pace at Hidden Acres. Brown appeared to have the race in the bag, until a cloud of steam appeared from underneath his Honda. The machine began to gradually lose power, allowing second-place Walker to edge closer as the laps wound down. Two laps later the frustrated Brown rolled to a stop in a cloud of vapor. Walker carefully edged past the obstacle, through the mist, and went on to take the win. Suzuki pilot Chad Lough maintained a solid second place.

Results

50 STK: 1. Jeffrey Fields (Yam); 2. Adam Beeler (Yam); 3. Zach Rutledge (Yam); 4. Chase Roberts (Yam); 5. Chad Asbury (Yam).
50 MOD: 1. Adam Beeler (Yam); 2. Jason Bault (Yam); 3. Isha Wood (Yam); 4. Jeffrey Fields (Yam); 5. Jacob Saylor (Yam).
65 7-11: 1. Joshua Summey (Kaw); 2. Josh Scot (Kaw); 3. Ross Hughes (Kaw); 4. Ryan Calhoun (Kaw); 5. Matt Blevins (Kaw).
80 BEG: 1. John Calhoun (Kaw); 2. Blake Cook (Kaw); 3. Adam Doran (Kaw); 4. Matt Faust (Kaw); 5. Robbie Collins (Hon).
JR MINI: 1. Josh Scott (Kaw); 2. Ryan Calhoun (Kaw); 3. Ross Hughes (Kaw); 4. Joshua Summey (Kaw); 5. Joshua Wood (Kaw).
SR MINI: 1. Jon Boruff (Suz); 2. Travis Langston (Suz); 3. Jason Welshan (Kaw); 4. Brad Edwards (Kaw); 5. John Calhoun (Kaw).
SCHBY: 1. Scott Graves (Hon); 2. Jon Boruff (Suz); 3. Danny Haynes (Kaw); 4. Jimmy Briggs (Hon); 5. Ipper Ketron (Suz).
125 A: 1. Kevin Walker (Yam); 2. Chad Lough (Suz); 3. Todd Bennick (Suz); 4. Todd Huffstetler (Kaw); 5. Mike Brown (Hon).
125 B: 1. Scott Graves (Hon); 2. Shawn Schultz (Kaw); 3. Tim Hodock (Yam); 4. Mike Nutter (Kaw); 5. Wayne Eller (Hon).
125 C: 1. Shane Lawson (Hon); 2. Kipper Ketron (Suz); 3. Wardie Blair (Hon); 4. Shane Fox (Hon); 5. Chris Bault (Suz).
125 D: 1. J.J. Collins (Yam); 2. Jason Rowe (Suz); 3. Terry Oliver (Hon); 4. John Ward (Suz); 5. Kevin McKinney (Suz).
250 A: 1. Mike Brown (Hon); 2. Chad Lough (Suz); 3. David Eller (Hon); 4. Gerald Wood (Yam); 5. Todd Bennick (Suz).
250 B: 1. Mike Nutter (Kaw); 2. Brian Hess (Kaw); 3. Mike Howard (Suz); 4. Kevin Mills (Hon); 5. Terry Ware (Hon).
250 C: 1. Marty Williams (Kaw); 2. Jamie Asbury (Yam); 3. Cletis Greene (Hon); 4. Mark Munsey (Kaw); 5. Steve Mason (Kaw).
250 D: 1. Robbie Neal (Kaw); 2. Gary Mumpower (Kaw); 3. Tommy Gurley (Yam); 4. Jeff Tomlinson (Hon); 5. Brian Renfro (Hon).
OPEN AM: 1. Ron Jones (Hon); 2. Chris Shortridge (Hon); 3. Rick Cooper (Kaw); 4. Eugene Phillips (Kaw); 5. Marc Cleveland (Hon).
25+ A: 1. Ron Jones (Yam); 2. Kerry Jones (Kaw); 3. David Eller (Hon); 4. Steven Lewis (Yam); 5. Gerald Wood (Yam).
25+ B: 1. Wallace Fincher (Hon); 2. Barry Harvey (Yam); 3. Chris Rose (Yam); 4. Jeff Byrd (Suz); 5. Peter Harrison (Hon).
25+ C: 1. Larry Sparks (Hon); 2. Don Venable (Hon); 3. Reagan Boone 9Hon); 4. Marty Hillman (Yam); 5. Kevin Calhoun (Suz).
30+ A: 1. Ron Jones (Yam); 2. Kerry Jones (Kaw); 3. Larry Harrison (Yam); 4. Steven Lewis (Yam); 5. Stephen Bobic (Suz).
30+ B: 1. Rick Cooper (Kaw); 2. Boyd Wolfe (Yam); 3. Scott Runion (Kaw); 4. Dennis Scalf (Kaw); 5. Johnny Gibson (Yam).
30+ C: 1. Raymond Slate (Suz); 2. Kevin Calhoun (Suz); 3. Ronald Nelson (Hon); 4. Roger Arnold (KTM); 5. Johnny Rasar (Suz).
S/SR: 1. Steven Lewis (Yam); 2. Peter Harrison (Hon); 3. Boyd Wolfe (Yam); 4. Terrell Welborn (Suz); 5. Johnny Gibson (Yam).
U/L AM: 1. Shawn Schultz (Kaw); 2. Chris Shortridge (Hon); 3. Frankie Mullinax (Hon); 4. Gary Hicks (Hon); 5. Johnny Rasar (Suz).
NON-CURR 0-500: 1. Sam King (Hon); 2. Benjamin Williams (Kaw); 3. Jeffrey Slate (Hon); 4. James Kincer (Hon); 5. Raymond Slate Jr. (Suz).
ENDR: 1. Roger Arnold (KTM); 2. Richard Shipley (Suz); 3. Robby Dyer (Suz); 4. Richard Byrd (Kaw); 5. Earnest Ward (Kaw).

Hook catches win at Montgomery ST

By Tim McBride

MONTGOMERY, MN, SEPT. 26
Butch Donahue/Donahue H-D/Suberban Cycle/Bell Helmets-backed Peter Hook scored an impressive Open Pro class victory at Montgomery Speedway.

Verdeen Langland pulled the holeshot at the start of the Open Pro heat race, but Billy Hoffmiester reeled in Langland by the end of lap two. Hoffmeister stretched his lead over the four-rider battle for second place between Langland, Dan Zitur, Randy Triplett and Hook. With three laps remaining, Triplett slid by Zitur and Langland, then focused on Hoffmiester. On the next-to-last lap, Hook snuck around Zitur and Langland and moved in on Triplett. Hoffmiester greeted the checkers in first, while Hook pulled alongside of Triplett exiting turn four, nipping his teammate by a wheel for second.

Zitur boasted the quickest reactions at the start of the main and led for one lap before crashing hard on the front straight. Amazingly, the entire field avoided Zitur and the race was stopped. Zitur was fine, but a badly bend handlebar forced him to spectate.

On the restart, Hoffmiester grabbed the lead ahead of Triplett, Hook, Langland and Eric Brouhard. On lap four, Hook worked his way around Triplett and set his sights on the leading Hoffmiester.

Triplett and Langland fought for third while Brouhard and Norb Gregory argued over fifth. Gregory finally gained the upper hand and slipped by Brouhard at the halfway point. Hook and Hoffmiester were inseparable until the penultimate lap, when Hook pushed his Yamaha around Hoffmiester for

good. With one lap remaining, Langland slipped by Triplett for third.

Results

OPEN PRO: 1. Peter Hook (Yam); 2. Billy Hoffmiester (H-D); 3. Verdeen Langland (Hon); 4. Randy Triplett (W-R); 5. Norb Gregory (Hon).
OPEN B: 1. Ron Brisbin (Hon); 2. Steve Koch (Yam); 3. Mike Thomas (Yam); 4. Keith Raveling (Hon); 5. Joe Blackwell (Yam).
250 FT: 1. Greg Bakker (Hon); 2. Kevin Van Alstine (Yam); 3. Peter Tapken (Suz); 4. Tim McBride (C-A).
125 FT: 1. Tim McBride (C-A); 2. Kevin Van Alstine (Hon); 3. Josh Funge (Kaw); 4. Bret Mellenberndt (Yam); 5. Sheldon Wenz (Suz).
VINT: 1. Keith Raveling (Yam); 2. Mike Thomas (Yam); 3. Joe Blackwell (Yam); 4. Bob Reynolds (Bul).
NOV: 1. Ron Brisbin (Hon); 2. Jerry Koch (Yam); 3. Todd Johnson (Hon); 4. Keith Raveling (Yam).
85: 1. Josh Funge (Kaw); 2. Sheldon Wenz (Suz); 3. Shelly Kahn (Yam); 4. Mike Ettesvoold (Hon); 5. Mike Kahn (Yam).
MICRO MINI: 1. Cohlman Rutschow (Yam); 2. Billy Olson (Yam); 3. Tony Traxler (Yam); 4. Clayton Rutschow (Yam).

Fredette wins Red Brush Enduro

By Sharon Bean

PLYMOUTH, IN, SEPT. 27
Jeff Fredette scored the overall win at Plymouth Blackhawks Red Brush Enduro, narrowly edging out Bob Bean. The two riders tied on minutes, but Kawasaki KDX-mounted Fredette came out on top after the tie-breaker points were tallied.

Heavy rains the week prior to the enduro had flooded many of the river bottoms and bayous, and the river itself had risen to dangerous heights. Some last-minute re-arrowing was done and several sections of trail had to be cut out.

Riders had just one mile of road before heading into a nice three-mile section of woods with a check at the end of it. Many of the faster riders zeroed the check, with most riders dropping one or two points. High-point B rider Chad Thornburg was two minutes late.

The second check was an emergency check, and saw most of the faster riders drop at least one point. Don Metz was the only rider to score a zero. Bean and Fredette each dropped one point, with Bean edging Fredette by 13 seconds.

Leaving check number two, the riders had half a mile of road before they went back into the woods. The trail featured a mixture of tight single-track, fields, open woods and a mile-long section of railroad tracks. Bean pulled ahead of Fredette by a minute, and Metz dropped one point to put him and Bean in a tie for the lead.

The fourth check was at the end of the Plymouth Blackhawks' clubgrounds, where Fredette pulled back up even with Bean. It was an emergency check, which proved to be the deciding factor for Fredette. Metz was still leading by one point, however.

Alan Randt saw his day come to an end in the last section before the gas stop when he put his KTM in a deep mudhole and took almost an hour to get out. "When I hit the mudhole I went over the bars and when I landed I felt my shoulder pop," said Randt.

Bean almost saw his day come to an end when he got hit in the mouth by a tree limb. "I don't know what it was; I never even saw it," said Bean. "It knocked my bridgework loose in my mouth and I started choking on it. My helmet was turned sideways and I couldn't see, and ran off the trail."

All of the top riders zeroed the fifth check, and the sixth check saw Fredette, Bean and Lohman drop two points, while Metz and Floyd each dropped three. This put Metz, Bean and Fredette in a three-way tie for the lead.

The seventh and eighth checks were zeroed by Bean, Fredette and Lohman. Metz dropped two points at check eight. This left Bean and Fredette tied with five points each, with Fredette edging out Bean by 12 seconds for the day.

Results

O/A AA: 1. Jeff Fredette (Kaw).
O/A A: 1. Bob Bean (KTM).
O/A B: 1. Chad Thornburg (Kaw).
AA: 1. Alan Randt.
OPEN A: 1. Don Metz (KTM); 2. Rodney Brown (KTM); 3. Tim Farrell; 4. Duane Eller (Hon); 5. Jeff Kirkwood (KTM).
250 A: 1. Brian Lohman (KTM); 2. Brent Floyd (KTM); 3. Charlie Eller (Hon); 4. Steve Narel (Kaw); 5. Jeff Martin (Suz).
200 A: 1. Pat Flynn (Kaw); 2. Ken Daugherty (Kaw); 3. Joe Schmidt (Kaw); 4. Terry Bender (Kaw); 5. Steve Walter (Kaw).
4-STRK A: 1. Jonathan Funkhouser (Hon); 2. Dave Kiesow (Hus).
SR A: 1. Bob Kau (KTM); 2. Terry Flynn (Hon); 3. Dan Smith (KTM); 4. Dave Gidcumb (KTM); 5. Richard Havenar (Yam).
S/SR: 1. Carl Sharphorn (KTM); 2. Richard Roth (Hon); 3. Roger Johnson (KTM); 4. Dale Whitton (KTM); 5. Don Matthews (Suz).
SR B: 1. Joe Daugherty (Kaw); 2. Tim Mackey (Yam); 3. Tom Brown (KTM); 4. Jeffrey Fisher (Kaw); 5. Tom Dulhanty (KTM).
OPEN B: 1. Wes Haberhehl (KTM); 2. Larc Robertson (KTM); 3. Alan Flick (KTM); 4. Gordon Bradford (Yam).
250 B: 1. Rodney Reese (Kaw); 2. Paul Lapham (KTM); 3. Mike Grimm (Hon); 4. Steve Bulledick (KTM); 5. Brad Foster (KTM).
200 B: 1. Leonard Austin (Kaw); 2. Harold Collins (Kaw); 3. Dan Smith (KTM); 4. Jason Flynn (Kaw); 5. Ken Mills (Kaw).
125 B: 1. Steve Lock (Hon); 2. Rick Troyer (Kaw); 3. Terry Franke (Yam); 4. Brian Ehres (KTM).
C: 1. Randall Drew (Suz); 2. Monte Taber (Hon); 3. Eric Taber (Hon); 4. Randy Meir (Kaw); 5. Dan Dolan (KTM).
4-STRK B: 1. Dave Blakely (Hon); 2. Jerry Weldy (Hon); 3. James Binkley (Hon); 4. Roger Howell (Yam); 5. Eric Vandemark (Hon).

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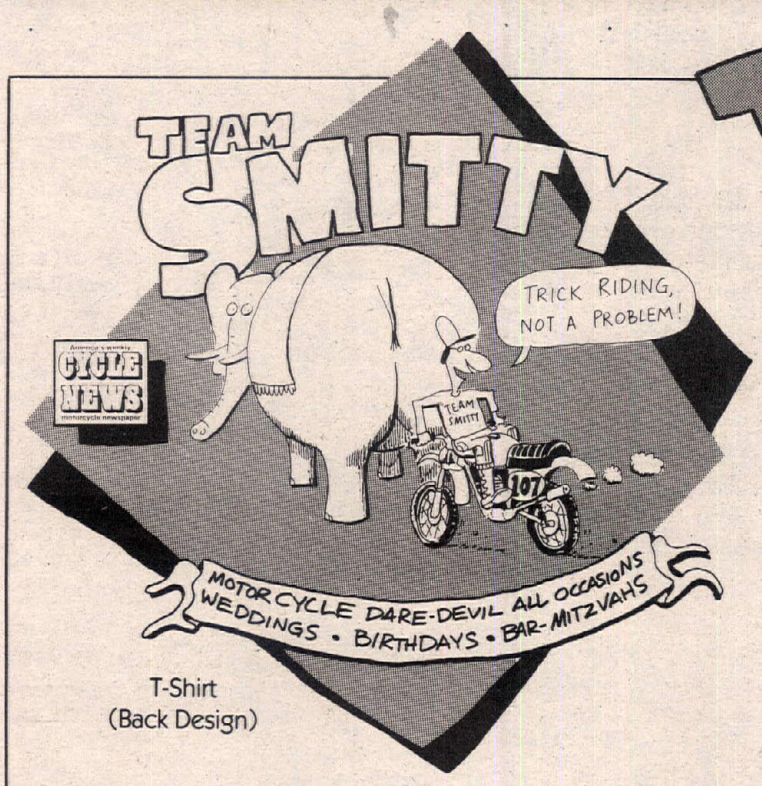

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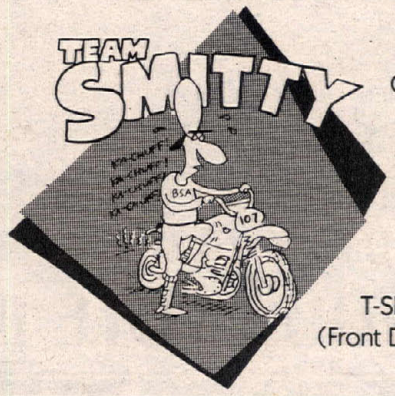

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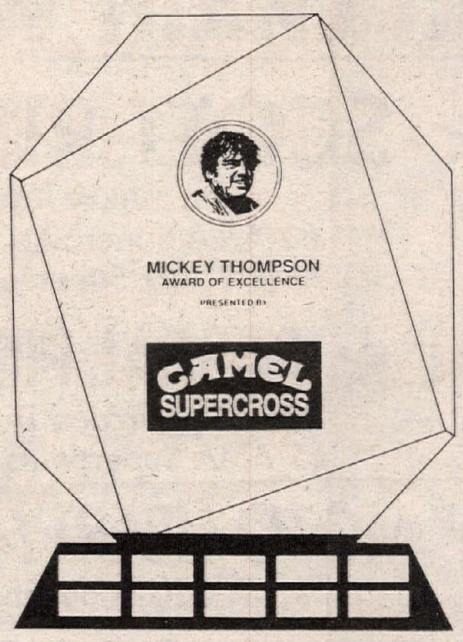

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CAMEL SUPERCROSS · CYCLE NEWS · MTEG

Once again, the fans of Camel Supercross racing will select the winner of the prestigious 1992 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 21, and presented at the Anaheim Supercross on January 23.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1992 Camel 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group. The winner of the award will receive a smaller trophy at the AMA Awards Banquet.

Previous winners of the award include...

Jeff Stanton - 1989
Johnny O'Mara - 1990
J.M. Bayle - 1991

CAST YOUR VOTE IN 1992!

MICKEY THOMPSON Award of Excellence ✓ VOTING BALLOT

I vote for (rider name)_____
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Clip and Send Ballot (Deadline is November 6, 1992) to:
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P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.

POINT STANDINGS

World Championship 500cc Road Race Series (Final)

1. Wayne Rainey	(140/3 wins).
2. Michael Doohan	(136/5 wins)
3. John Kocinski	(102/1 win)
4. Kevin Schwantz	(99/1 win)
5. Doug Chandler	(94)
6. Wayne Gardner	(78/1 win)
7. Juan Garriga	(61)
8. Alex Criville	(59/1 win)
9. Eddie Lawson	(56/1 win)
10. Randy Mamola	(45)

World Championship 250cc Road Race Series (Final)

1. Luca Cadalora	(203/7 wins)
2. Loris Reggiani	(159/2 wins)
3. P.F. Chili	(119/3 wins)
4. Helmut Bradl	(89)
5. Massamiliano Biaggi	(78/1 win)
6. Alberto Puig	(71)
7. Jochen Schmid	(58)
8. Carlos Cardus	(48)
9. Masahiro Shimizu	(46)
10. Doriano Romboni	(43)

AMA National Championship Superbike Series (Final)

1. Scott Russell	(122/3 wins)
2. Thomas Stevens	(102)
3. Doug Polen	(100/3 wins)
4. Jamie James	(98/2 wins)
5. Pascal Picotte	(89)
6. Tom Kipp	(78)
7. Freddie Spencer	(74/1 win)
8. Dale Quarterley	(69)
9. Mike Smith	(60)
10. Larry Schwarzbach	(45)

AMA National Championship 250cc Grand Prix Series (Final)

1. Colin Edwards II	(138/5 wins)
2. Chris D'Aluisio	(103/1 win)
3. Jim Filice	(101/2 wins)
4. Kenny Roberts Jr.	(98)
5. Rick Kirk	(91/1 win)
6. Robbie Petersen	(86)
7. Danny Walker	(70)
8. Bruce Baldus	(64)
9. Doug Carmichael	(43)
10. Rich Oliver	(35)

AMA National Championship Supertwins Series (Final)

1. Pascal Picotte	(167/8 wins)
2. Jimmy Adamo	(142/1 win)
3. Stephen Mathews	(122)
4. David Kieffer	(98)
5. Greg Kopp	(83)
6. Nigel Gale	(69)
7. Ronald McGill	(68)
8. Kiyo Watanabe	(42)
9. Shawn Higbee	(38)
10. Mike Tiberio	(34)

AMA/CCS 600cc Supersport Series (Final)

1. Tom Kipp	(156/3 wins)
2. Steve Crevier	(114/1 win)
3. Rick Kirk	(111/1 win)
4. Randy Renfrow	(100)
5. Mike Smith	(90)
6. Larry Schwarzbach	(74/1 win)
7. Britt Turkington	(69)
8. James Leslie	(61)
9. Gerald Rothman Jr.	(53)
10. Chuck Downie	(43)

AMA/CCS 750cc Supersport Series (Final)

1. Scott Russell	(134/5 wins)
2. Jason Pridmore	(102/2 wins)
3. Fritz Kling	(95)
4. Gerald Rothman Jr.	(89)
5. Tripp Nobles	(79)
6. Michael Taylor	(73)
7. Randy Renfrow	(69)
8. Louis Saccoccio	(51)
9. Bob Sandy	(45)
10. Dean Mizdal	(40)

AMA Harley-Davidson Twinsports Series (After 9 of 10 events)

1. Scott Zampach	(145/7 wins)
2. Nigel Gale	(139/2 wins)
3. Chuck Blackmon	(103)
4. Ronald McGill	(92)
5. Andy Fenwick	(79)
6. Shawn Higbee	(70)
7. Richard Koehler, Jerry Wallace, Nancy Delgado	(54)
10. Tony Montenegro	(51)

AMA Grand National C'ship/ Camel Pro Series (Final)

1. Chris Carr	(234/4 wins)
2. Scott Parker	(232/8 wins)
3. Ricky Graham	(190/1 win)
4. Larry Pegram	(157/1 win)
5. Kevin Atherton	(138)
6. Will Davis	(89/2 wins)
6. Ronnie Jones	(89)
8. George Roder II	(86)
8. Dan Ingram	(86)
10. Jay Springsteen	(80)

AMA 600cc National C'ship Dirt Track Series (Final)

1. Chris Carr	(96/4 wins)
2. Larry Pegram	(52/1 win)
3. Aaron Hill	(51)
4. James Hart	(30)
5. Dan Ingram	(27)
6. Mike Hale	(26)
7. Rich King	(24)
8. Steve Morehead	(23)
9. Dave Durelle	(22)
10. Georgie Price	(21)

World Championship 500cc MX Series (Final)

1. Georges Jobe	(550)
2. Kurt Nicoll	(548)
3. Billy Liles	(460)
4. Joel Smets	(259)
5. Franco Rossi	(252)
6. Johan Boonen	(241)
7. Jorgen Nilsson	(234)
8. Dirk Geukens	(212)
9. Jeremy Whatley	(199)
10. Marcus Hansson	(198)

World Championship 250cc MX Series (Final)

1. Donny Schmit	(416)
2. Bobby Moore	(368)
3. Edwin Evertsen	(362)
4. Alessandro Puzar	(359)
5. Trampas Parker	(302)
6. Rob Herring	(295)
7. Marnicq Bervoets	(263)
8. Bader Manneh	(241)
9. Peter Johansson	(235)
10. James Dobb	(223)

World Championship 125cc MX Series (Final)

1. Greg Albertijn	(485)
2. (Tie) Pedro Tragter/ Dave Strijbos	(451)
4. Yves DeMaria	(305)
5. Joakim Karlsson	(290)
6. Peter Beirer	289)
7. Andrea Bartolini	(285)
8. Tallon Vohland	(284)
9. John Van de Berk	(265)
10. Charrel Sweebe	(198)

AMA Camel Supercross Series (Final)

1. Jeff Stanton	(331/3 wins)
2. Damon Bradshaw	328/9 wins)
3. Jean-Michel Bayle	(320/3 wins)
4. Mike Kiedrowski	(262)
5. Guy Cooper	(251)
6. Mike LaRocco	(200\1 win)
7. Larry Ward	(192)
8. Jeff Matiasevich	(170)
9. Doug Dubach	(157)
10. Jeff Emig	(150)

AMA National Championship 125cc MX Series (Final)

1. Jeff Emig	(430/6 wins)
2. Mike LaRocco	(411/3 wins)
3. Ron Tichenor	(348)
4. Doug Henry	(316)
5. Larry Ward	(297/1 win)
6. Ryan Hughes	(296)
7. Guy Cooper	(260)
8. Jeremy McGrath	(259)
9. Steve Lamson	(213)
10. Brian Swink	(173)

AMA National Championship 250cc MX Series (Final)

1. Jeff Stanton	(270/2 wins)
2. Mike Kiedrowski	(214/1 win)
3. Jean-Michel Bayle	(187)
4. Damon Bradshaw	(167/2 wins)
5. Larry Brooks	(157)
6. Jeff Ward	(145)
7. Doug Dubach	(142)
8. Phil Lawrence	(127)
9. Cliff Palmer	(121)
10. Jeff Matiasevich	(118)

AMA National Championship 500cc MX Series (Final)

1. Mike Kiedrowski	(229/2 wins)
2. Jeff Stanton	(226/2 wins)
3. Jeff Ward	(195/1 win)
4. Jean-Michel Bayle	(158)
5. John Dowd	(114)
6. Jeff Matiasevich	(103)
7. Lance Smail	(97)
8. Ray Sommo	(92)
9. Brian Manley	(89)
10. Willie Surratt	(84)

AMA Grand National Championship Cross Country Series (After 11 of 12 events)

1. Scott Summers	(159)*
2. Doug Blackwell	(135)
3. Scott Plessinger	(115)
4. Jan Hrehor	(107)
5. Gene Onail	(98)
6. (TIE) Gary Roach/ Duane Conner	(97)
8. Frank Keegan	(80)
9. (TIE) Tim Shephard/ Johnny Robbins	(79)

*Clinched O/A series title

AMA National Championship Enduro Series (After 5 of 9 events)

1. Randy Hawkins	(115/3 wins)
2. Jeff Russell	(96)
3. (TIE) Kevin Hines/ Kelby Pepper	(95)
5. Steve Hatch	(79/1 win)
6. Allen Gravitt	(59)
7. Alan Randt	52)
8. Jack Lafferty Jr.	(37)
9. Mat Stavish	(35)
10. Dan Neilson	(31)

AMA National Championship Hare & Hound Series (After 5 of 7 events)

1. Danny Hamel	(120/ 4 wins)
2. Larry Roeseler	(119/1 win)
3. Paul Krause	(73)
4. Dan Richardson	(65)
5. (TIE) Paul Ostbo/ Jimmy Lewis	(60)
7. Don Griewe	(56)
8. Dave Ondas	45)
9. John Rudder	(36)
10. Garth Sweetland	(36)

AMA National Championship Hare Sramblies Series (After 8 of 10 events)

1. Scott Summers	(165/2 wins)
2. Scott Plessinger	(161/3 wins)
3. Jan Hrehor	(118/2 wins)
4. Shad Ricketts	(84)
5. Jimmie Eriksson	(93)
6. Robert Patterson	(62)
7. Chris Caplinger	(61)
8. Kurt Hough	(49)
9. Leigh Letellier	(46)
10. Steve Hatch	(43)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series
10/25 Manfield, New Zealand

World C'ship Endurance Road Race Series
10/25 Phillip Island, Australia

World C'ship Supercross Series
10/25 Toronto, Canada
11/1 Netherlands
11/7-8 Barcelona, Spain
11/28-29 Tokyo, Japan
12/4 Geneva, Switzerland
12/5-6 Genoa, Italy

AMA Camel Supercross Series
1/9/93 Orlando, FL
1/16 Houston, TX
1/23 Anaheim, CA
1/30 Seattle, WA
2/6 San Diego, CA
2/13 Tampa, FL
2/27 Atlanta, GA
3/6 Daytona Beach, FL
3/27 Irving, TX
4/3 Charlotte, NC
4/17-18 Pontiac, MI
4/24 Indianapolis, IN
5/15 Los Angeles, CA
6/5 San Jose, CA
6/12 Las Vegas, NV
Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series
2/21/93 Gainesville, FL
5/2 Southwick, MA
5/30 Mt. Morris, PA
6/20 Sacramento, CA
7/4 Buchanan, MI
7/11 New Berlin, NY
7/25 Troy, OH
8/1 San Bernardino, CA
Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series
8/8/93 Washougal, WA
8/15 Millville, MN
8/29 Binghamton, NY
9/26 Delmont, PA
Info 614/891-2425

AMA Nat'l C'ship 600 Dirt Track Series
10/25 Fresno, CA TT
Info 614/891-2425

AMA Nat'l C'ship Enduro Series *
10/25 Bear, DE
11/1 New Paris, IN
11/8 Greenville, OH
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
10/25 Lucerne Valley, CA
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
11/1 Phoenix, AZ
Info 614/891-2425

AMA/Suzuki Dual Sport Trail Ride Series
10/31-11/1 Wickenburg, AZ
Info 614/891-2425

AMA/CCS Pro/Am Road Race Series
Florida Region
10/25 W. Palm Beach, FL
12/13 W. Palm Beach, FL

WERA F-USA Pro Road Race Series
10/28-11/1 Braselton, GA
Info 916/582-0451

Metzler/WERA Grand National Final
10/28-11/1 Braselton, GA

Vanson/PM WERA Nat'l Endurance Series
10/30 Braselton, GA
Info 916/582-0451

IDBA Nat'l C'ship Drag Race Series
10/23-25 World Finals Memphis, TN
Info 205/849-7886

NESC C'ship MX Series
10/25 Middleboro, MA
11/1 Middleboro, MA
11/8 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
11/8 Stafford, CT
Info 203/875-5757

NETRA Turkey Run Series
11/1 Central Village, CT
11/22 Plympton, MA
Info 203/875-5757

ECEA C'ship Enduro Series
10/25 Bear, DE
11/8 Warren Grove, NJ
11/22 New Lisbon, NJ
Info 609/893-7294

New York State C'ship Hare Scrambles Series
10/25 S. Edmeston, NY
Info 315/839-5637

AMA Southeastern Regional MX C'ship Mega Series
10/25-26 Blountville, TN
Info 615/323-5497

Virginia C'ship Hare Scramble Series
11/1 Surry, VA
Info 804/255-4620

AMA Florida State MX C'ship Gold Cup Series
10/25 Gainesville, FL
11/1 DeLeon Springs, FL
Info 813/894-0439

AMA Winter National Olympics
11/23-28 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series
10/25 Fordsville, KY
11/1 Cadiz, KY
11/15 Eagle Creek, KY
11/22 Greenville, KY
12/6 Apex Valley, KY
12/13 Tupelo, MS
1/10/93 Tennyson, IN
1/24 Battleground, AL
2/14 Hurricane Mills, TN
2/28 Bremen, GA
4/4 Centerville, TN
4/25 Greeneville, TN
Info 615/3331-1475

Golden Crown of Baja Off Road Desert Race Series
2/12-14/93 G.C. de San Felipe San Felipe, B.C., MEX
3/26-28 G.C. de San Luis Rio Puerto Penasco, Sonora, MEX
5/14-16 Gran Carrera de Tecate Tecate, B.C., MEX
6/25-27 Gran Carrera de Mexicali Mexicali, B.C., MEX
7/23-25 Gran Carrera de Ensenada Ensenada, B.C., MEX
9/24-26 G.C. de Campeones San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series
11/21 San Felipe Gran Prix San Felipe, B.C., MEX
2/27/93 Mexicali Gran Prix Mexicali, B.C., MEX
4/17 Baja Malibu Gran Prix Rosarito Beach, B.C., MEX
6/12 Tecate Gran Prix Tecate, B.C., MEX
8/14 Ensenada Gran Prix Ensenada, B.C., MEX
10/16 Rio Colorado/Puerto Penasco Sonora, MEX
11/20 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

AHRMA Pacific Coast Road Race Series
11/28-29 Sears Point, CA
Info 715/842-9699

AHRMA Vintage Iron Nat'l MX Series
10/25 Hollister Hills, CA
Info 715/842-9699

AHRMA West MX Series
10/25 Hollister, CA
11/8 Tulare, CA
Info 715/842-9699

AHRMA NorCal MX Series
10/25 Hollister, CA
Info 715/842-9699

ATA Observed Trials C'ship Series
11/29 Lucerne Valley, CA
Info 213/259-6631

Black Jack Enduro Series
10/25 Oklahoma City, OK
Info 903/832-5323

MTEG Off-Road C'ship GP Series
11/24 San Francisco, CA
Info 714/938-4100

SCORE Int'l Off Road Series
11/11-14 Baja 1000 Ensenada-Le Paz, B.C., MEX
Info 818/889-9216

Sabine Enduro Circuit
10/25 Oklahoma City, OK
11/8 Muenster, TX
Info 504/928-2117

High Plains Enduro Circuit
10/25 Memphis, TX
11/22 Spur, TX
1/25/93 San Angelo, TX
2/7 Post, TX
2/20-21 Lubbock, TX
3/21 San Angelo, TX
4/4 Turkey, TX
Info 806/795-1218

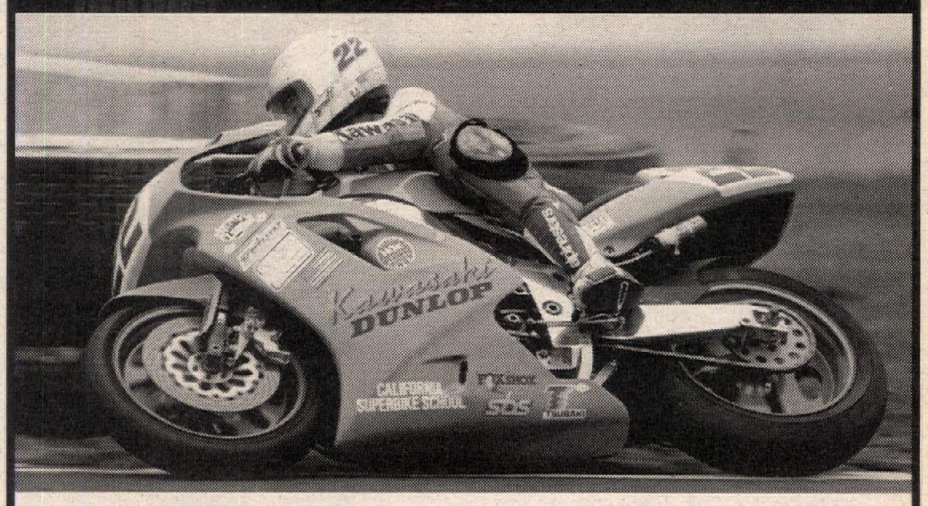
OCCRA Cross Country Series
11/1 Ardmore, OK
11/15 Oklahoma City, OK
Info 405/632-3370

Texas Cross Country Series
10/25 Euless, TX
Info 214/790-1221

Texas C'ship Hare Scrambles Series
11/8 Houston, TX
11/22 High Grove, TX
12/13 Rockne, TX
1/10/93 San Antonio, TX
1/24 Columbus, TX
2/7 Waco, TX
2/28 High Grove, TX
3/14 Floresville, TX
3/28 Bastrop, TX
4/18 String Prairie, TX
Info 713/933-0900

ARRA Road Race Series
10/31-11/1 Bakersfield, CA
11/21-22 Bakersfield, CA
12/13-14 Bakersfield, CA
Info 805/682-3290

PM Congratulates Team Muzzy Kawasaki, the 1992 AMA Superbike National Road Race Series Champions



Scott Russell 1st Place, Thomas Stevens 2nd Place, Team Muzzy AMA National Superbike Road Race Series Champions Kawasaki ZX-7R's Equipped with PM Calipers, Discs, and Wheels

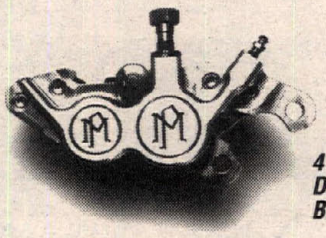


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Photo: Brian Nelson

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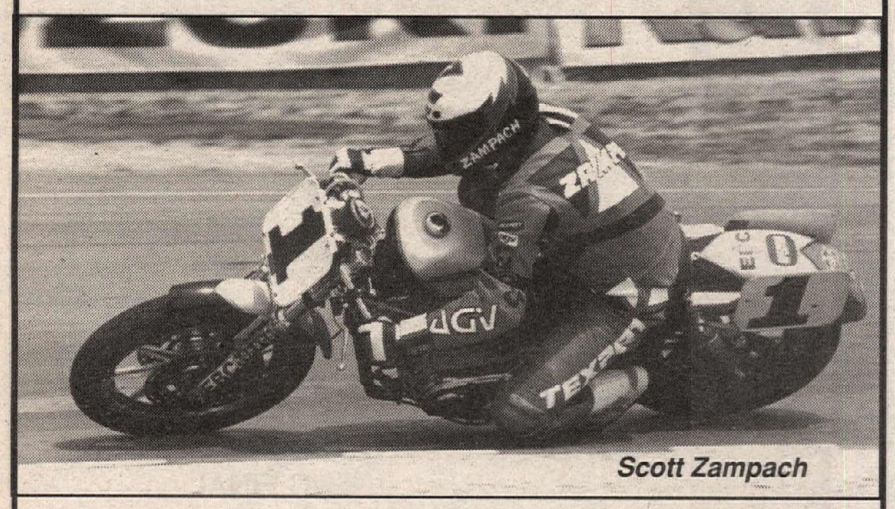
D.I.D Congratulates Scott Zampach, Harley Davidson Twin Sports Champion



Scott Zampach

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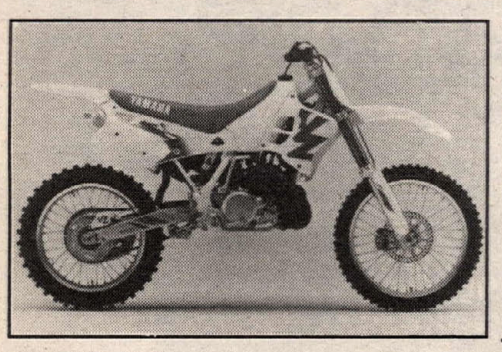

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Old Timers MX Association Race Schedule

Sat. & Sun. Oct. 24-25 O.T.H.G. National Sunrise Cycle Park

Sun., Nov. 1 L.A.C.R. CRC MX

For Information Call (714) 633-9503

SRA GP California Schedule

Members *Non Members*

October 25 Carlsbad
November 29 Glen Helen
December 6 Carlsbad ✪ Toys For Tots

Info (714) 957-2985

CALENDAR

White Bros. Vet World MX C'ship

11/7-8 Perris, CA
Info 714/788-5853

WSMC/Willow Springs Road Race Series

11/13-15 Rosamond, CA
12/18-20 Rosamond, CA
Info 805/256-1234

AMRRA Mini Road Race Series

11/1 Palomar, CA
12/5-6 Riverside, CA
Info 714/548-8429

OMRA Cross Country Series

10/23-24 Bend, OR
Info 503/625-7331

NMA Enduro Series

10/25 Bellingham, WA
Info 206/922-1457

NMA Off Road Series

11/8 Shelton, WA
11/15 Bellingham, WA
12/6 Kent, WA
12/13 Sultan, WA
Info 206/922-1457

GFI Fall Series

South

10/25 Perris, CA
11/1 Perris, CA
11/15 Perris, CA
Info 714/788-5853

North

10/24-25 Turlock, CA
Info 209/673-8080

OCTOBER						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER						
S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

• Denotes Pro Payback

October 23

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

October 24

ALABAMA MOTOCROSS
• Warrior MX Park, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK/TT
Thunder Valley Speedway, White Plains. Info 205/831-1935.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA TT SCCRAMBLES
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA VINTAGE SHOW/SWAP MEET
SCRU/AHRMA. Hollister Hills SVRA, Hollister. Info 408/722-8133 or 408/663-4014.
DELAWARE SHORT TRACK
• DE Motor Sport, Inc. Race of Champions. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/397-2937.
INDIANA MOTOCROSS/GRAND PRIX
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, N. Webster. Info 219/594-2649.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.
TENNESSEE ARENACROSS
Annual TN State AX C'ship Series. Henry County Fairgrounds, Paris. Info 901/642-0511.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.
WISCONSIN TRIALS
WOTA Series. Plus Year End Awards Banquet. Hixton. Info 608/798-2168.

October 24-25

GEORGIA TRIALS
AHRMA/STRA. Sat. AHRMA Vintage Wendy's Birthday Trials. Sun. Modern M/C Trials. Newnan. Info 404/463-4390 or 251-6787.
INDIANA MOTOCROSS
Haspin Acres Notor Sports Park, Laurel. Info513/772-2803 or 661-8954.
MICHIGAN MOTOCROSS
• AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719 or 227-3222.
OREGON SHORT TRACK/TT
• High Point Series. Diamond Raceway, Roseburg. Info 503/673-2776.
OREGON CROSS COUNTRY
OMRA/LOBOS. Team Race/Iron Man. Bend. Info 503/656-5801.
TENNESSEE MOTOCROSS
• Honda Top gun Showdown. Muddy Creek Raceway, Blountville. Info 615/323-5497.
WISCONSIN MOTOCROSS
Great Lakes MX, Union Grove. Info 414/878-3783 or 462-5520.

October 25

ALABAMA HARE SCRAMBLE
AMA/SETRA/SERA. Bama Barkbuster H.S. Petty Field, Clanton. Info 205/991-6522.
ARIZONA SWAP MEET/SHOW/FIELD EVENTS
So. AZ Vintage M.C. Enthusiasts. Wildcat House, Tucson. Info 602/624-8505.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• GFI Fall Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA TT
• AMA Nat'l C'ship 600 Dirt Track Series/American Motor Sports. Fresno Fairgrounds, Fresno. Info 209/255-2263.
CALIFORNIA ENDURO
D-36. Polka Dots M.C., Elkins Flat. Info 916/348-3721.
CALIFORNIA MOTOCROSS
AMA/D-36/Boss MX. Argyll Park, Dixon. Info 510/623-9871.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MOTOCROSS
AHRMA/Vintage Iron Nat'l MX. AMA/AHRMA/SCRU. Hollister Hills SVRA, Hollister. Info 408/722-8133 or 408/663-4014.
CALIFORNIA SWAP MEET
Long Beach M/CParts Exchange. Long Beach Veterans Stadium, Long Beach. Info 310/323-9611.
DELAWARE ENDURO
AMA Nat'l C'ship Enduro Series. Delaware Enduro Riders, Bear. Info 302/834-4411.
DELAWARE MX/TT
DE Motor Sport, Inc. Race of Champions. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
• 10th Annual AMA/FL State MX C'ship Gold Cup Series. WorldSports. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA DUAL SPORT
Cycle Riders Suzuki of Orlando. Orlando. Info 407/295-0045.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
APR. Monroe. Info 706/267-4828.
INDIANA MOTOCROSS
• AMA/D-15. Hoosier Hilltoppers M.C., Uniontown. Info 812/522-1522.
IOWA ENDURO
AMA/D-22/Iowa Enduro Series.Reinbeck. Info 515/965-9051.
KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series. Fordsville. Info 615/331-1475.
KENTUCKY MOTOCROSS
Moto-Mania Series. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MARYLAND HARE SCRAMBLES
Antietam M.C., Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MICHIGAN SWAP MEET
Half Mile Cycle Race Corp. Michigan State Fairgrounds, Detroit. Info 616/941-0815.
MISSISSIPPI MOTOCROSS
Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 901/386-3256 or 601/781-2645.
MISSOURI MOTOCROSS
MO State C'ship & GNC Qualifier. Sprout Patch MX Track, Billings. Info 417/744-2593.
NEVADA MOTOCROSS
Northern NV Dealer Challenge. Silver State MX, Carson City. Info 702/267-4392.
NEVADA HARE SCRAMBLES
MRAN/Jackrabbits M.C. Nellis Dunes, Las Vegas. Info 702/725-3415.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK HARE SCRAMBLES
NY State C'ship Series. South Edmeston. Info 315/839-5637 or 895-7654.
NEW YORK MOTOCROSS
• AMA/Metropolitan Sports Committee. Diamondback MX, Modena. Info 518/828-6149 or 565-3651.
NEW YORK MOTOCROSS
Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
OHIO HARE SCRAMBLE
CRA. Bun Buster H.S. Malvern Motosport Park, Malvern. Info 216/262-4945.
OHIO MOTOCROSS
Dynamic Promotions, Inc. Hidden Hills Raceway, Athens. Info 614/593-6704.
OREGON SUPERCROSS
• CMC. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Hurricane Hills, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA TT SCRAMBLE
AMA/D-6. Piston Poppers, Coatesville. Info 215/269-3661.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TENNESSEE POKER RUN
Woods Poker Run. Jellico Creek ORV Park, Winfield. Info 615/938-2980.
TEXAS MOTOCROSS
Burleeson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS CROSS COUNTRY
TCCRA Series. Mosier Valley MX, Euless. Info 214/790-1221.
TEXAS MOTOCROSS
S.W. Nat'l Sports Committee. El Paso MX Park, El Paso. Info 915/857-0215 or 855-2656.
WASHINGTON ENDURO
NMA Enduro Series/Mt. Baker M.C. Cowbell Enduro. Bellingham. Info 206/734-1544.
WASHINGTON GRAND PRIX
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.

Oct. 28-Nov. 1

GEORGIA ROAD RACE
CMRA. Grand National Final. Road Atlanta, Braselton. Info 713/342-9032 or 800-423-8736.

October 30

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardindo. Info 714/880-0016.

DELAWARE SHORT TRACK/ MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

October 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● GFI/17th Annual Women's West Coast Nat'l. C'ships. Perris Raceway, Perris. Info 714/788-5853 or 734-2278.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA TT SCRAMBLES
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MINI RACE
CMMC. 3rd of Series. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA ENDURO
AMA/D-36/CERA/Training Wheels Family Enduro. Tahoe Nat'l Forest, Forest Hill. Info 415/726-5955.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SUPERCROSS
Elite Motorsports. Memphis Motorsports Park, Memmphis. Info 901/353-6118.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

Oct. 31-Nov. 1

ARIZONA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series/Motolink Off-Road Events. Wickenburg/Scottsdale. Info 602/948-4137.
CALIFORNIA GRAND PRIX
AMA/D-37/Prospector M.C. California City Airport, California City. Info 619/243-4979.
CALIFORNIA DRAGS/ SHOW
J & P Promotions. AHDRA Western Regional Finals All Harley Drags. L.A. County Raceway, Palmdale. Info 319/462-6011.
MICHIGAN MOTOCROSS
AMA. Baja Acres, Millington. Info 313/726-9450.

November 1

ALABAMA SHORT TRACK/TT
ST/TT C'ship Series. Thunder Valley Speedway, White Plains. Info 205/831-1935.
ALABAMA ENDURO
AMA/SETRA/SERA/Perry Mountain M.C. Reynolds Pasture, Selma. Info 205/872-4286 or 872-0619.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 305/477-6848.
CALIFORNIA MOTOCROSS
● GFI Fall Series. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SHORT TRACK
● Dirt Sports Promotions, Inc. Fall Nat'l C'ships. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA DUAL SPORT
D-37/Chaparrals M/C. San Bernardino Nat'l Forest. Info 714/528-3007.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Series. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MINI RACE
AMRRA 50cc Mini Series. Amago, Palomar. Info 714/548-8429.
CALIFORNIA ENDURO
AMA/CCMA/D-36. Leapin Lizard Enduro. Ballinger Canyon, New Cuyama. Info 805/541-0552 or 547-1524.
CALIFORNIA DUAL SPORT
Chaparrals M.C. Dead Man's Point, Lucerne Valley. Info 714/528-3007.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Dirt Diggers North M.C. Lilliputian Cross Country. Prairie City SVRA, Sacramento. Info 916/962-3760.
CONNECTICUT TURKEY RUN
NETRA C'ship Series. Pachaug T.R., Central Village. Info 203/875-5757.
FLORIDA TRIALS
FTA/Central FL Trials Club Observed Trials. Crooms Park, Brooksville. Info 407/876-1214.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
IDAHO MOTOCROSS
Owyhee M.C., Boise. Info 208/939-0815.
INDIANA ENDURO
AMA/D-15/Riders M.C. New Paris Industrial Park, New Paris. Info 219/831-4838.
KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter H.S. Series. Cadiz. Info 615/331-1475.
KENTUCKY HARE SCRAMBLES
Pendleton County M/C Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
NEVADA MOTOCROSS
● CMC/Northern NV Dealer Challenge. Silver State MX, Carson City. Info 702/267-4392.
NEVADA MOTOCROSS
● CMC/NV Old Timers Club. Fernley Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
NEW JERSEY MOTOCROSS
● AMA. Turkey Derby & Pro-Expert Gamblers Race. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK HARE SCRAMBLES
Palmyra Racing Assn., Palmyra. Info 716/425-2917 or 223-5955.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Walden Playboys, Walkill. Info 518/828-6149.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970 or 625-7350.
OHIO MOTOCROSS
CRA. Amherst M.C., Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OKLAHOMA CROSS COUNTRY
OCCRA. Lake Murray, Ardmore. Info 405/632-3370.
OREGON POKER RUN
Trailsmen. Tillamook Burn, Forest Grove. Info 503/678-2779.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8918.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TENNESSEE MOTOCROSS
AMA/Victory Sports. Hidden Accres MX, Kingsport. Info 615/245-4919 or 323-5497.
VIRGINIA HARE SCRAMBLE
VA C'ship H.S. Series. Tidewater Drit Riders Surry 100. Surry. Info 804/488-6315 or 397-7586.

November 6

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 7

CALIFORNIA DRAGS
USA Sand Drags. Glen Helen OHV Park, Sam Bernardino. Info 714/880-0016.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Inc. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SHORT TRACK/TT
3rd Annual Vets Day Winter Nat'l. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/779-1036.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
INDIANA SHORT TRACK
Motor Sports of America. Roberts Municipal Stadium Arena, Evansville. Info 1-800-544-8714.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion. Info 515//289-2140 or 265-6439.
NEW YORK MOTOCOSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

November 7-8

CALIFORNIA POKER RUN
Off Road Poker Run. Toys for Tots/ Budweiser/BLM/La Randa Desert Racing. Stoddard Valley OHV Area, Barstow. Info 702/897-7769 or 619/252-1197.
CALIFORNIA MOTOCROSS
● White Bros. Vet World C'ship. Perris Raceway, Perris. Info 714/788-5853.

November 8

ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA ROAD RIDE
MDA Benefit Love Ride 9. Harley-Davidson of Glendale, Glendale. Info 818/986-1793.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/2 & 2 Racing Team. Schaads Resort, Wilseyville. Info 510/828-0410.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Arena, Oakdale. Info 209/847-9538 or 5444-1027.
CONNECTICUT ENDURO
NETRA C'ship Series. Black & Blue Enduro, Stafford. Info 203/875-5757.
FLORIDA MOTOCROSS
MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
INDIANA HARE SCRAMBLES
AMA/D-15. Team H.S. Stoney Lonesome M.C., Columbus. Info 812/379-2312.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803 or 661-8954.
IOWA TRIALS
Observed Trials. Amboy Trail Ranch, Newton. Info 515/792-0207.
KENTUCKY MOTOCROSS
Moto-Mania. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
NEVADA MOTOCROSS
● Northern NV Dealer Challenge. Silver State MX, Carson City. Info 702/267-4392.
NEW JERSEY ENDURO
ECEA C'ship Series/Motorcycle Competition, Inc. Stump Jumper Enduro. Warren Grove. Info 609/499-9135 or 609/893-7294.
NEW JERSEY MOTOCROSS
Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK HARE SCRAMBLES
AMA/D-34/Tri-State M.C. Lembo Lake Park, Modena. Info 914/564-4814.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 625-9987.
OHIO ENDURO
AMA Nat'l C'ship Enduro Series/ D-11 & 15. Clubgrounds, Greenville. Info 513/548-7197 or 548-5081.
OHIO MOTOCROSS
Dynamic Promotions, Inc. Hidden Hills Raceway, Athens. Info 614/593-6704.
OHIO HARE SCRAMBLE
9th Annual Toys for Tots Turkey Run. CRA/Proffer Promotions. Big Valley Raceway, East Palestine. Info 216/538-2220.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
PENNSYLVANIA HARE SCRAMBLESS
AMA/D-6. Fall Series. Flying

CENTRAL REGIONAL CHAMPIONSHIP

Saturday Schedule
Sign Up 8:00 a.m.
Practice 9:30 a.m.
Race 10:15 a.m.
Sunday Schedule
Practice 7:00 a.m.
Race 7:30 a.m.
Gate Fee: $6/per person/day
Entry Fee: Amateurs $25, Experts $30
Awards: 8 Places
Expert Purse: 100% Payback

T.O.R.A. MX PARK
Tulsa, OK
Nov. 7 & 8, 1992

▼ AMERICAN HONDA CONTINGENCY - $12,000
▼ AMERICAN SUZUKI CONTINGENCY - $6,400
▼ Top 15 riders each class direct to GNC FINAL on March 19, 20, 21, 1993
▼ GNC License Required
▼ 125-250 Experts race on Sunday Only
▼ Must have ridden in local qualifier in Region
For Info: (817) 694-2901

9th Annual TOYS FOR TOTS
TURKEY RUN
"Benefits Hare Scrambles"
*All Proceeds Go To Toys For Tots Charity Fund
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Gates Open 8:00 am
Mini Quads 9:00 am
Mini Motorcycles 9:30 am
Quad 10:30 am (1 1/2 hours)
Motorcycles 1:00 pm (3 hours)

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CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Sun., Oct. 25 MX Glen Helen
Sun., Nov. 1 MX LA County Raceway
1st Round Sponsorship Series
Sun., Nov. 8 MX Starwest
2nd Round Sponsorship Series
Sun., Nov. 15 MX L.A.C.R.
3rd Round Sponsorship Series
* Next Vintage Race
Sun., Nov. 22 Gran Prix Glen helen
* Open Practice
3 Tracks, Pee Wee - 60 & 80 - Motorcycles
4 p..m - 9 p.m. Every Wed. - LA County Raceway
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

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Day Camp
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20 Rider Limit

LEAPIN' LIZARD ENDURO
Central Coast Motorcycle Association
Sunday, November 1, 1992
Ballinger Canyon, New Cuyama, CA
NORTH-SOUTH CHALLENGE and SAME DAY TROPHIES
Info: (805) 541-0552 or 1524

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Oct. 24 - Starwest Saturday MX
Sat., Oct. 31 - Starwest Saturday MX
Sun., Nov. 8 - CRC Race (Gates open 6:30 a.m.)
No Membership Required - Pro Payback
Open Practice: Every Tues. Day & Night, 9 a.m.-2 p.m., 4 p.m.-10p.m. / Every Saturday 8 a.m. - Noon
Saturday SX Practice 8 a.m., Race 9:30 a.m.
New Pee Wee Track Available
Info Call: 714-855-2707

5th Annual
SPONSORSHIP SERIES
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(All Classes, Beg.- Nov.- Int.- Exp., All Bike Sizes, with 5 or More Riders
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Entry Fee	Mail	Post
Sportsman	$20.00	$25.00
Pro	$30.00	$35.00

*10 Required to make a class - Less than 10, 100% payback
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Over $30,000 in Trophies, Pro Purse and Sponsorship Value

When and Where:

Nov. 1	LACR	MX
Nov. 8	Starwest	MX
Nov. 15	LACR	MX
Nov. 22	Glen Helen	GP
Nov. 29	Edwards AFB	MX

(Rain Date Dec. 6 LACR)
Mail Entry To:
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Palmdale, CA 93550
CRC Info (805) 272-8889

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Nov 7 & 8
Perris Raceway
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General Information
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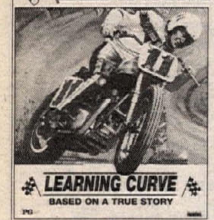
LEARNING CURVE



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GLEN HELEN OHV PARK

		Gates Open
Oct. 24, Sat.	Go Karts/I.K.F.Race	12:00 p.m.
Oct. 25, Sun.	MX-CRC	6:30 a.m.
Nov. 1, Sun.	Go Karts/CMC	6:30 a.m.
Nov. 7, Sat.	Sand Drags U.S.A.	6:30 a.m.

MX PRACTICE Thursday
Gate opens Thursday 8 a.m. to 5 p.m.
INFO: (714) 384-9342

CALENDAR

Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8918.

TENNESSEE ARENACROSS
2nd Annual TN State AX C'ship Series. Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511.

TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.

TEXAS HARE SCRAMBLE
TX C'ship H.S. Series/Trail Riders of Houston. Rio Bravo, Houston. 713/933-0900 or 948-3360.

WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Puget Sound Enduro Riders. Shelton Valley H.S., Shelton. Info 206/943-1557.

WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

November 11-14

MEXICO DESERT RACE
SCORE Int'l Desert C'ship Series. 25th Annual Baja 1000. Ensenada to La Paz. Ensenada, B.C. Info 818/889-9216.

November 13

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.

TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 13-15

CALIFORNIA ROAD RACE
Del Amo/Miller High Life GP Series/WSMC. Willow Springs Int'l. Raceway, Rosamond. Info 805/256-1234.

November 14

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.

FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.

IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

NEW YORK MOTOCROSS
LISC Series. Bridgehampton Motorsports Park, Bridgehamption. Info 516/728-7727.

OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT or 614/323-3766.

WASHINGTON TT
AMA/D-27/Pro Sport Promotions. Oakwood Arena, Roy. Info 206/536-1620.

WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701 or 206/225-8615.

November 14-15

CALIFORNIA DUAL SPORT
D-37/Team Dual Dogs. Las Padres Nat'l Forest. Info 818/701-1913.

November 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.

CALIFORNIA MOTOCROSS
• CMC. E Street Track, Marysville. Info 916/695-2727.

CALIFORNIA MOTOCROSS
• GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.

CALIFORNIA MOTOCROSS
• GFI Fall Series #5. Perris Raceway, Perris. Info 714/788-5853.

CALIFORNIA MINI RACE
CMMC. Barona Oaks, Ramona. Info 619/749-1900.

FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.

ILLINOIS SWAP MEET
J & P Promotions. M/C Parts Extravaganza. International Amphitheatre, Chicago. Info 319/462-6011.

KANSAS HARE SCRAMBLES
• KORR C'ship. Series. 2-Man 3-Hr. H.S. Green Acres Raceway, Marion. Info 316/382-2915.

KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series. Eagle Creek. Info 615/331-1475.

KENTUCKY MOTOCROSS
AMA. Benefit Race. Daniel Boone MX Park, London. Info 606/877-1364.

MISSOURI MOTOCROSS
Appreciation Series. Sprout Patch MX Track, Billings. Info 417/744-2593.

NEW JERSEY MOTOCROSS
Powerline Park, New Egypt. Info 908/752-7305.

OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 683-3102.

OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.

OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.

OKLAHOMA CROSS COUNTRY
OCCRA. Draper Lake, Oklahoma City. Info 405/632-3370.

PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Hideaway MX Park, Shippensburg. Info 717/423-6653.

SOUTH CAROLINA MOTOCROSS
AMA/D-29. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.

TEXAS MOTOCROSS
Southwest Nat'l C'ship Series. El Paso MX Park, El Paso. Info 915/857-0215 or 855-2656.

WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Dirty Dog H.S. Mount Baker M.C., Bellingham. Info 206/734-1544.

November 19-22

NEVADA OFF ROAD
Baja Promotions. The Mint 400. Las Vegas. Info 818/340-5750 or 992-6355.

November 20

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.

TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.

November 21

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.

CALIFORNIA SHORT TRACK
• Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.

FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.

FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.

IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

NEW YORK MOTOCROSS
LISC. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.

WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

November 22

ALABAMA MOTOCROSS
Warrior MX Park, Warrior. Info 205/841-7224 or 841-7538.

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

CALIFORNIA GRAND PRIX
• CRC Wild Turkey GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.

CALIFORNIA TRIAL
AMA/Sacramento PITS. Turkey Trial, Murderer's Gulch, Sacramento. Info 916/743-7371.

CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.

IDAHO MOTOCROSS
Turkey MX. Owyhee M.C., Boise. Info 208/939-0815.

KENTUCKY HARE SCRAMBLE
AMA/Mid-South C'ship Series. Greenville. Info 615/331-1475.

MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chilli T.R., Plymton. Info 203/875-5757.

MEXICO GRAND PRIX
• Too Much Fun Promotions. La Playa MX GP. Cantamar Dunes, Rosarito Beach, B.C. Info 619/942-0640.

MINNESOTA SWAP MEET
J & P Promotions. 5th Annual Parts Extravaganza. St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info 319/462-6011.

MISSOURI MOTOCROSS
Appreciationn Series. Sprout Patch MX Track, Billings. Info 417/744-2593.

NEW JERSEY ENDURO
ECEA C'ship Series/Ocean County Competition Riders. Scrub Pine Enduro, Lebanon State Forest, New Lisbon. Info 908/928-0597 or 609/893-7294.

OHIO HARE SCRAMBLE
CRA. Mansfield M.C., Mansfield. Info 419/524-1347.

PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Fall Series. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.

TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.

TENNESSEE TRAIL RIDE
2nd Annual Toys for Tots Trail Ride. Jellico Creek ORV Park, Winfield. Info 615/938-2980.

TEXAS HARE SCRAMBLE
TX C'ship Series Round #4. Texas Scramblers. Rathman Ranch, High Grove. Info 713/556-0838 or 817/346-1132.

WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 503/667-5701.

November 23

FLORIDA TT SCRAMBLES
• AMA/World Sports. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 24-25

FLORIDA SUPERCROSS
• AMA/World Sports. 21st Annual Winter Nat'l Olympics. Stadium Style SX. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 26-27

FLORIDA MOTOCROSS
• AMA/World Sports. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 894-0539.

November 27

NEVADA POKER RUN
AMA/D-36. Street Bike & Dual Sport. Western States Racing Assn. Fallon. Info 702/348-8735.

November 27-28

CALIFORNIA DUAL SPORT
AMA/D-37 Nat'l Trail Ride Series. 9th Annual L.A. to Barstow to Vegas Dual Sport. Honda Rider Education Center, Colton. Info 818/249-2141.

November 28

CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.

FLORIDA GRAND PRIX
• Super Sports. AMA. 21st Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/894-0439 or 0539.

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

FLORIDA MOTOCROSS
ProSports USA. orlando MX Park, Orlando. Info 407/568-2271.

FLORIDA SHORT TRACK
• Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.

IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/877-1364.

NEVADA DESERT RACE
AMA/D-36/WSRA. Point to Point Desert Race. Fallon. Info 702/358-5905 or 677-2989.

November 28-29

CALIFORNIA ROAD RACE
AHRMA/VARA Vintage Road Race Series. Sears Point Raceway, Sonoma. Info 715/842-9699.

November 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

CALIFORNIA MOTOCROSS
• GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.

CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest Supercross Park, Moreno Valley. Info 714/855-2707.

CALIFORNIA MOTOCROSS
• CRC. Edwards AFB, Edwards. Info 805/272-8889.

CALIFORNIA GRAND PRIX/MOTOCROSS
• CMC MS #3 Stadium/SRA GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.

CALIFORNIA TRIALS
ATA/Plonkers Trials Club. Lucerne Valley. Info 213/259-6631.
DELAWARE MOTOCROSS
Dealers Cup. DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Pendleton Co. M/C Park, Gardnersville. Info 606/472-3442.
MISSOURI MOTOCROSS
Sprout Patch MX Track, Billings. Info 417/744-2593.
NEVADA MOTOCROSS
● CMC/NV Old Timers Club. Fernley Int'l Raceway, Fernley. Info 702/885-0233 or 322-4311.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
PENNSYLVANIA MOTOCROSS
Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 6615/573-5425 or 986-1617.

December 4-6

NEVADA HARE SCRAMBLES
Best in the Desert Racing Assn. Hare Scrambles C'ship. Laughlin. Info 702/457-5775.

December 5

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Speedway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA MINI RACE
CMMC Season Finale. Barona Oaks, Ramona. Info 619/749-1900.
DELAWARE SUPERBIKERS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO OFF ROAD
ADRA. 16th Annual Sonoyta to Rocky Point Hare & Hound. Sonoyta, Senora. Info 602/252-1900.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Roy. Info 206/536-1620.

December 5-6

CALIFORNIA TRIALS
AMA/PITS. Geritol Observed Trial, Frank Raines Park. Info 916/753-2519.
CALIFORNIA MINI RACE
AMRRA. Adams, Riverside. Info 714/548-8429.

December 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 orr 841-7538.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Northern Calif. C'ship Rough Scrambles Series, #6. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
Rojo Productions. Starwest SX Park, Moreno Valley. Info 714/855-2707.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Dixie M/C Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
KENTUCKY HARE SCRAMBLES
AMA Mid-South C'ship winter H.S. Series. Apex Valley. Info 615/331-1475.
PENNSYLVANIA MOTOCROSS
Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TEXAS MOTOCROSS
Southwest Nat'l C'ship Series. El Paso MX Park, El Paso. Info 915/857-0215.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 206/225-8615 or 667-5701.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Nasty Wench Hare Scrambles. Team Crutch M.C., Kent. Info 206/794-4358.

December 12

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
● Bay County Speedway, Youngstown. Info 904/769-4576 or 769-0542.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443--5630 or 441-3139.
IOWA SHORT TRACK
● Winter Dome Racing. Iowa State Fair Racing Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON TT
AMA/D-27/Pro Sports. Oakwood Arena, Roy. Info 206/536-1620.

December 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ROUGH SCRAMBLES
● AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC MN/GSN Warm-Up. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
● CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/2 & 2 Racing Team. 16th Annual Cowpuncher H.S. Hollister SVRA, Hollister. Info 510/828-0410.
CALIFORNIA MOTOCROSS
● GFI North. Pioneer Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
● GFI. Sandhill Ranch, Brentwood. Info 209/524-7013.
DELAWARE MOTOCROSS
AMA/DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
5th Annual Regional C'ship. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA TRIALS
FTR. Cahills, Crooms. Info 407/876-1214.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
KENTUCKY HARE SCRAMBLES
Pendleton County M.C. Park, Gardnersville. Info 606/472-3442.
MISSISSIPPI HARE SCRAMBLE
AMA Mid-South C'ship Series. Tupelo. Info 615/331-1475.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 683-3102.
OKLAHOMA MOTOCROSS
Paradise Valley MX Park, Broken Arrow/Tulsa. Info 918/486-1155.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Winter Series. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TEXAS HARE SCRAMBLES
TX Hare Scrambles Series/AMSA. Rockne. Info 512/892-4884.
WASHINGTON HARE SCRAMBLES
NMA off Road Series. Stumpjumpers M.C. Bite the Bullet H.S. Sultan. Info 206/483-9894.

WANT TO GO RACING!?
Check the Cycle News calendar section.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

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City/Town: _____ State: _____

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Your name: _____

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MOTORCYCLE ROADRACES
Grand National Final
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GFI RACING (714) 788-5853

Sat., Oct. 24	"No Race"	
Sun., Oct. 25	GFI Fall Series - Round 3	Perris Raceway
Sat., Oct. 31	GFI Super Sat. Morn. MX and Womens Motocross Nationals	Perris Raceway
Sun., Nov. 1	GFI Fall Series - Round 4	Perris Raceway
Sat., Nov. 7	Vet World C'ships - Day 1	Perris Raceway

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Sat., Oct. 24	No Night Race
Sun., Oct. 25	Sunrise FF #3
Sat., Oct. 31	No Night Race
Sun., Nov. 1	Barona Oaks FF#4
Sat., Nov. 7	No Night Race
Sun., Nov 8.	Sunrise FF Final

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Carlsbad Saturday Motocross
No Membership Required

Sat., Oct 24th	Sat., Nov. 21st
Sat., Nov. 7th	Sat., Nov. 28th
Sat., Nov. 14th	Sat., Dec. 5th

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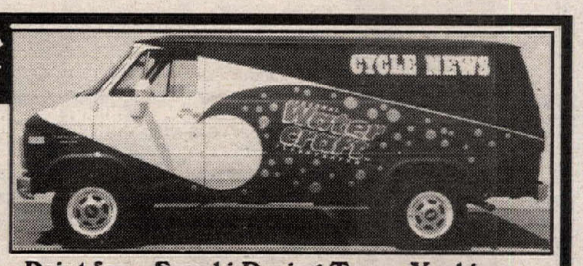

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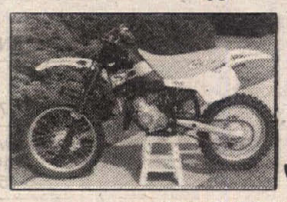

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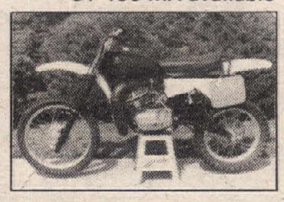

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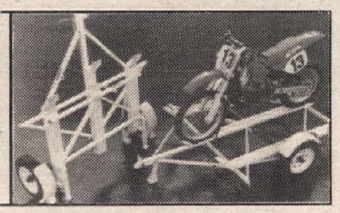

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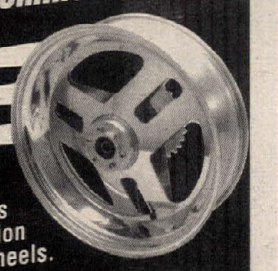

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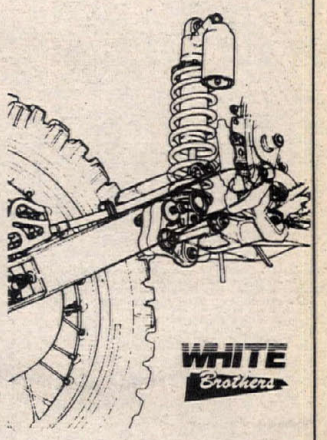

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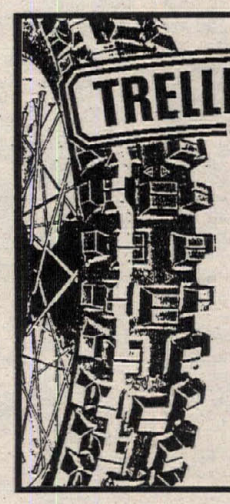

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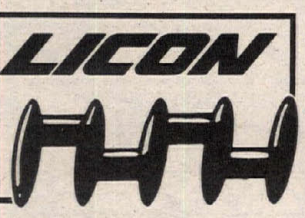

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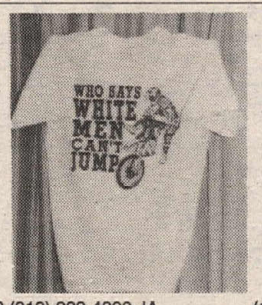

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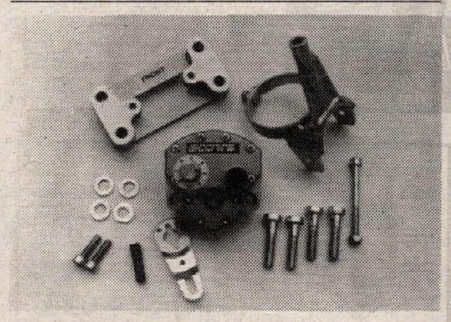

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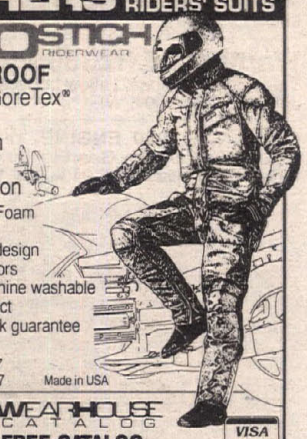

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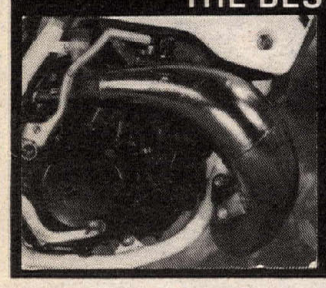

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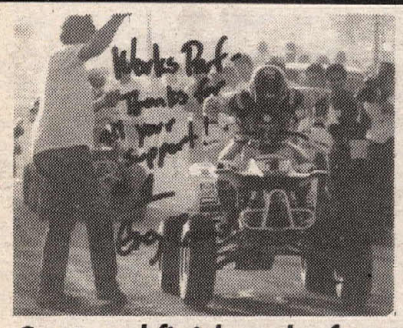

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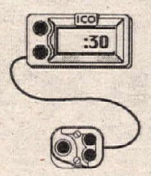

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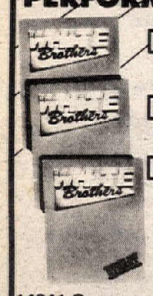

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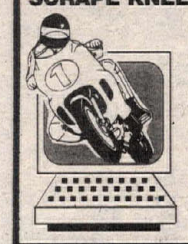

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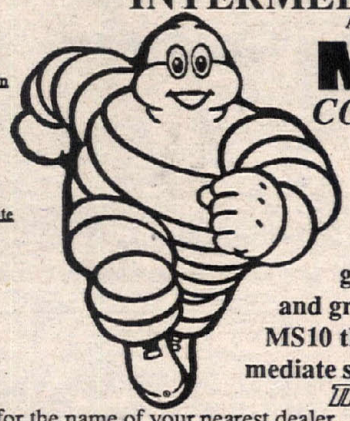

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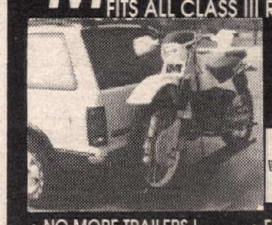

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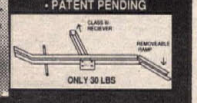

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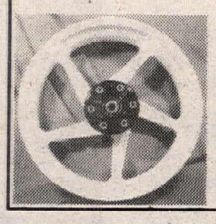

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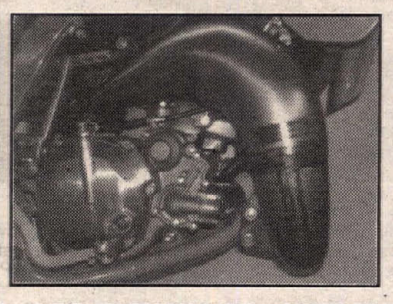

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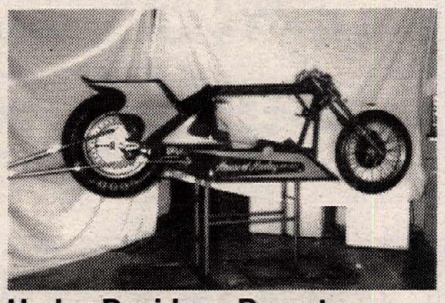

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Answer to Issue #41
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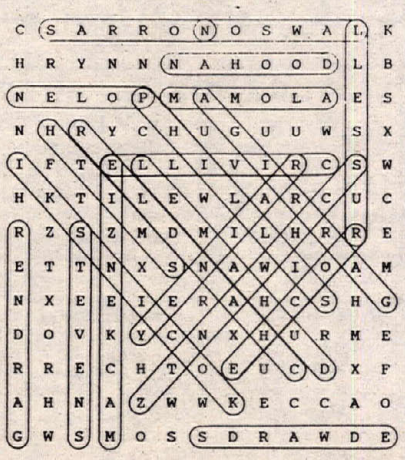

RESULTS

Motocross
Mustang Acres
Brighton, MI
Sept. 26
By Jan Darden

50
Corey Paulsell Yam
Robby Wheeler Yam
Cary McDermitt Yam
Nicholas Adams Itj
Kyle Snelgrove Yam
60
Jeremiah Badgley Kaw
Joseph Kersanty Kaw
Robby Wheeler Kaw
Derek Rose Hon
Sean Spranger Kaw
7-11
Randy Valade Suz
Randy Doviak Suz
Jeremy Brown Kaw
Joshua Long Suz
Jason McDonald Hon
12-15
Brett Smith Hon
Jason Beckington Suz
Nathan Miller Hon
Rick Doviak Suz
Ryan Hartwig Kaw
80 C
Brian Kobi Suz
Michael Pfluke Yam
Jacob Ouellette Suz
Michael Cole Kaw
Doug Robb Itj
125 JR
Chad Miller Hon
Ryan Valade Suz
Ahmad Owens Hon
Gene Zowrotny KTM
Aaron Kimmerer Yam
30+
Kip Bigelow Kaw
Craig Pickett
Dale Capron Suz
Max Marsh Hon
Dove Bowman Suz
40+
Randy Stephenson Hon
Frank Helms Hon
Thomas Jankowski YAm
Dan Valle Suz
Donald Wier Hon
50+
Edward Hieftje Hon
Owen Hutchins Yam
VINT
Rick Jones Pen
Dave Lichtle Hon
POOPED SCOOTER
Elwood Kureth Hon
Elmer Peters Hon
Jeff Schoffer Suz
16-24
Rich Billbury Suz
Mike Fahr Hon
Kevin Radzinski Suz
Scott Benson Hon
John Avendt Hon
25+
Jeff Himanek Suz
David Beatty Suz
Scott Bodjack Hon
Ed Hieftje Hon
Charles McConnell Hon
125 A
Brad Kress Hon
Dave Beatty Suz
Chad Miller Hon
Jay Hoffman Hon
125 B
David Horvath Hon
Ryan Valade Suz
Robert Fryzel Kaw
Charles Shattebrae Yam
Travis Peterson Suz
125 C
Aaron Kimmerer Yam
Thomas Zielinski Kaw
Paul Peterson Suz
Bob Foster Yam
Jeffrey Vernon Kaw
250/500 A
Brad Kress Hon
Aaron Smith Yam
Robert Schulte Kaw
Richad Nelson Hon
Gregg Dalman Yam
250/500 B
Sean Collard Hon
Mark Kessler Kaw
Mark Zukowski Kaw
Rich Billbury Suz
Mike McGill Hon
250/500 C
Kit Scott Yam
Lawrence McNabb Hon
Andy Hornsteiner Kaw
Yashiko Hayashi Suz
Steve Morris Hon

Motocross
I-40 MX
Lenoir City, TN
Sept. 26
By Jennifer Vinson

50 STK
Steven Stone Suz
50 MOD
Michael Ridge Yam
60
William Shannon Kaw
Josh Collins Kaw
Junior York Hon
80 JR MINI
Josh Collins Kaw
80 SR MINI
Travis Reagan Kaw
Andrew Carlton Hon
SCHBY
Travis Reagan Kaw
125 D
Keith Gregory Yam
William Colburn Kaw
Todd Scarbrough Hon
Mike Gregory Yam
Shane Messer Yam
125 C
Neal Wilson Kaw
125 B
Chris Guinn Kaw
250 D
Gary Allen Kaw
Glen McCoy Suz
Joel Tatum Hon
Greg Haese Hon
Edgar Parker Kaw
250 C
Bob Shannon Kaw
Freddy Simpson Kaw
John Boring Yam
OPEN
Steve Matteson Kaw
Joe Swaggerty Hon
ENDR
Steve Matteson Kaw
Tommy Miller KTM
U/L AM
Chris Guinn Kaw
25 YRS PLUS
Ken Campbell Hon
30 YRS PLUS
Steve Matteson Kaw
210 LBS PLUS
Bert Carpenter Kaw
NON-CURR
Joey Wheeler Hon
Mike Gregory Yam
Thomas Underwood Hon
Todd Scarbrough Hon
Mike Shirk KTM

Road Race
USCRA Vanson
Vintage Series
NH Int'l Spdwy
Loudon, NH
Sept. 26
By Ed Frankel

250
Henry Syphers Suz
Ed Frankel Duc
Martin Yamerilli H-D
Gary Morell Duc
Bob Fowler Duc
Jon Morell Duc
Ivo Slezak Duc
Dale Minor Hon
Steve D'Angelo Duc
Tom Nelson Hon
500
Todd Henning Hon
Richad Peterson Hon
Zeke Sherman Tri
Jim Honter Duc
Rick Patrulia Tri
H/W S/VINT
Todd Henning Yam
Tom Fournier BMW
Richad Peterson Hon
Jack Booth Duc
Bob Davenport Hon
L/W S/VINT
Jon Morrell Duc
Robert Fowler Duc
Matthew Commdrooh Hon
Robert Breyette Hon
Ivo Slezak Duc
OPEN
Pete Kogut Nor
Chris Gould M-G
Sam Ramcitelli Tri
Zeke Sherman Tri
Gerry DeGray BMW
SDCAR
Gibson/Slezak BMW
Fairbanks/Glassberg Yam
Courts/Frankel BMW
Demarest/Otto BMW

Motocross
MRA
Milan Cycle City
Milan, MI
Sept. 25
By Marilyn Post

60
Scott Little Kaw
0-85 BEG
Danny Little Kaw
0-85 NOV
Rancil Hughes Suz
nick Silardi Hon
Chris Ockert Kaw
Brandon Boone Suz
Chris Lowell Suz
0-85 EX
Tom Barron Suz
Jason Mazei Suz
16-24 OPEN
Johnny Putnam Jr. Hon
Jeff Fletcher Hon
Jeff Jones Hon
125 JR 12-15
Tony Anderson Jr. Suz
125 BEG
Nick Silardi Hon
Jerry Peterson Kaw
Mike Fleming Hon
Kenny Gorham Hon
Jeffery Jones Hon
125 NOV
Tim Berry Suz
Jason Darm Hon
Jeff Krohn Suz
David Schneyer Suz
Daniel Francis Kaw
125 INT
Darin Gillespie Hon
Jason Sweeney Kaw
Eric Sieler Suz
125 EX
Jerry Kanerva Hon
250/OPEN BEG
Kerry Cavender Hon
Terry Winn Yam
Marc Cyr Kaw
Keith Pastor Hon
Abe Guenther Kaw
250/OPEN NOV
Tony Crespo Kaw
Mike Bugg Suz
Andy McCain Hon
Scott Monroe Hon
Randal Delker Suz
250/OPEN INT
Jeff Ward Hon
Jeff Beerbower Hon
Dave Callister Suz
250/OPEN EX
Johnny Putnam Jr. Hon
Jeff Fletcher Hon
Shawn Castle KTM
VET 25+
Keith Mikasa Kaw
Scott Monroe Hon
VET 30+
Jeff Beerbower Hon
David Rathke Kaw
Jeff Weber Kaw
VET 35+
Richard Darm Kaw

Motocross
Burleson MX Park
Burleson, TX
Sept. 27
By Kat Spann

50
Christy Czajkowski Yam
Brian Barhill Itj
Jacob Czajkowski Yam
Todd Colbert Yam
Nick Engels Itj
60
Josh Bridges Kaw
Scott Trimble Kaw
Douglas McCumsey Kaw
Matt Hunter Kaw
Jason Chambers Hon
80 BEG
Corey Vines Suz
Mike Wright Suz
Tony Watson Kaw
Jeremy Chambers Yam
Jimmy McGraw Kaw
80 NOV
Chris Torrance Kaw
Shawn Smith Hon
Jake Jones Kaw
Douglas McCumsey Kaw
80 OPEN
Chris Torrance Kaw
Shawn Smith Hon
Jake Jones Kaw
Jimmy McGraw Kaw
Douglas McCumsey Kaw
125 BEG
Matt Jordan Hon
Trip Samples Suz
Robby Wood Suz
Wade Moody Yam
Tod Tieszen Hon
125 NOV
Jerry Hill Jr. Suz
Jason Beam Hon
Clint Tredway Suz
Zeke Daughtry Kaw
Brent Grable Hon
125 INT
Brad Woolsey Kaw
Randy Denby Kaw
Bob Abbott Hon
Cody Wilks Kaw
Travis Spann Suz
125 OPEN
Brad Woolsey Kaw
Bob Abbott Hon
Jason Beam Hon
Travis Spann Suz
Zeke Daugherty Kaw
250/OPEN BEG
Allen Christianson Yam
Steve Rich Yam
Robert Johnson Kaw
Johnny Lindsey Suz
Thomas Cope Kaw
250 NOV
Joe Walker Yam
Clint Treadway Suz
Thomas McLaughlin Hon
Brian Sarslow Hon
Robbie Davis Suz
250 INT
Brad Woolsey Kaw
0/25 NOV
Alan Bell Hon
Glen Walker Yam
Jeff Haney Hon
Bill Tichenor Kaw
Daryl Archer Kaw
0/25 EX
David Jones Kaw
Billy Smith Hon
0/30 NOV
Mike Partain Yam
Kerry Engels Hon
John Aulds Yam
John Bass Yam
Bob McNamara Hon
0/30 INT
Tony Watkins Hon
Troy Rogers Hon
Jerry Hill Sr. Suz
Marty Painter Kaw
Gary Beam Hon
0/30 EX
David Jones Kaw
Billy Smith Hon
0/40
Gary Beam Hon
H.C. Treadway Suz
Ed Abbott Hon
Glenn Cribbs Hon
Alan Davis Suz
500 OPEN
Mike Klements Kaw

Motocross
Mustang Acres
Brighton, MI
Sept. 27
By Jan Darden

50
Robby Wheeler Yam
Corey Paulsell Yam
Jerod Whipple Itj
Kyle Snelgrove Yam
Billy Lichtle Yam
60
Jeremiah Badgley Kaw
Jerod Whipple Kaw
Sean Spranger Kaw
Derek Lindamood Kaw
Robby Wheeler Kaw
7-11
Nicholas Wey Kaw
Randy Valade Suz
Randy Doviak Suz
David Abfatter Kaw
12-15
Ryan Hartwig Kaw
Jason Beckington Suz
Brett Smith Hon
Chris Beckington Suz
Tom Barron Suz
80 C
Jeremy Booker Kaw
Ken Goire Kaw
Tony Bentley Hon
Kevin Dewey Kaw
Chris Gallt Hon
125 JR
Matt Maximoff Suz
Ryan Valade Suz
Ahmad Owens Hon
Jason Guernsey Hon
Mark Bradley Kaw
30+
Kip Bigelow Kaw
Dale Capron Suz
Scott Currie Hon
Jeff Beerbower Hon
Kenneth Petrillo Hon
40+
Keith Collard Mai
50+
William Foster Kaw
16-24
Matt Maximoff Suz
Chad Miller Hon
John Avendt Hon
Mike Shinabarge Hon
Chris Lueth Hon
25+
Kip Bigelow Kaw
Jeff Himanek Suz
Kreg Bigelow Yam
James Dlabal Hon
Robert Schulte Kaw
125 A
Chad Miller Hon
Scott Patchen Hon
Brad Kress Hon
Jay Hoffman Hon
125 B
Ryan Valade Suz
Jason Grobbel Yam
Peter Budnik Hon
Chris Lueth Hon
Jeff Lanford Kaw
125 C
Aaron Kimmerer Yam
Rob Korte Hon
Dan Halkey Suz
Mark Smith Yam
Mark Johnson Kaw
250/500 A
Brad Kress Hon
Doug Dehaan Suz
Gregg Dalman Yam
Dave Korte Suz
Aaron Smith Yam
250/500 B
Howard DuRussell Kaw
Jeff Ward Hon
Mark Kessler Kaw
Victor Edgar Suz
Joe Sumbera Suz
250/500 C
Kit Scott Yam
Richard Plewa Hon
Michael Carnes Hon
Jim Macissac Hon
Steve Sims Hon

Motocross
NESC
C. Village, CT
Sept. 27

85 BEG
Matt Charron Suz
James St. Don Kaw
Stephanie Perron Suz
Bill Torello Kaw
Scott Deledda Suz
85 JR
Paul Mainville Suz
Rick Mooney Suz
Matt Charron Suz
James St. Don Kaw
Stephanie Perron Suz
85 ADV
Keith Labonne Kaw
Paul Mainville Suz
Rick Mooney Suz
Matt Charron Suz
James St. Don Kaw
125 YTH BEG
Dan Krawiec Yam
Vincent Deledda Yam
John Buckley Kaw
Jarrett Thomas Kaw
Bob Corbett Hon
125 YTH JR
John Silvia Kaw
Brent Lacoste Hon
David Cobb Kaw
Matt Zicaro Hon
Pat Sullivan Suz
125 YTH ADV
Gerry Lashway Kaw
Ryan Kaichen Kaw
Larry Lashway Kaw
Glen Labbe Kaw
Mark Shea Hon
40+
Jim Simone Kaw
Bob Swatik Kaw
Lou Colon Kaw
Ralph Loutitt Suz
Dennis Moran Yam
30+ AM
Scott Lecour Hon
Ralph Siefert Yam
Rich Sevigny Hon
John Becker Jr. Yam
Joe French Hon
30+ EX
Wemyss Scott Yam
David Rudnicki Suz
Joe Mikalson Hon
Jim Meenan Yam
David Clemence Hon
35+ EX
Jim Meenan Yam
David Clemence Hon
Joe Ferrini Yam
Jack Weaver Yam
Jim Satryb Yam
125 NOV
Stephen Cheney Hon
Cesare Dimeo Hon
Joe Walsh Hon
Kyle Myers Hon
Jamie Willis Hon
200+ NOV
Jason Mohan Hon
Matt Wadsworth Yam
Dana Pasquarella Suz
Phil Petras Yam
Harold Beckwith Kaw
OPEN NOV
Harold Beckwith Kaw
Chris Buehler Suz
Ward Verraneault Kaw
Jim Russell Suz
Scott Bentley Kaw
OPEN AM
Tom Violette Kaw
Joe Dube Yam
Joe French Hon
Ralph Siefert Yam
John Becker Yam
125 AM
Gerry Lashway Kaw
Larry Lashway Kaw
Austin Squires Suz
Jason Boron Kaw
Chris Johnson Suz
200+ AM
Darren O'Brien Hon
Brian Murray Suz
John Derocher Kaw
Tom Violette Kaw
Steve Violette Hon
125 EX
Scott Carter Suz
Mike Treadwell Yam
Tony Lorusso Yam
Todd Richotee Suz
Ron Tipple Hon
200+ EX
Tony Lorusso Yam
Scott Carter Suz
Mike Treadwell Yam
Tom Dowd Kaw
Todd Richotte Yam
SR/NOV
Frank Lennox Hon
Gary Cheney Kaw
Rick Spence Kaw
Jim Russell Suz
Brad Thorburn
SR/AM
Pat Bolduc Hon
Jim Simone Kaw
Mike Neptune Suz
Peter Hersom Yam
Bob Swatik Kaw
125 AM
Gerry Lashway Kaw
Larry Lashway Kaw
Austin Squires Suz
Jason Boron Kaw
Chris Johnson Suz
Clint Rooney Hon
200+ AM
Darren O'Brien Hon
Brian Murray Suz
John Derocher Kaw
Tom Violette Kaw
Steve Violette Hon
125 EX
Scott Carter Suz
Mike Treadwell Yam
Tony Lorusso Yam
Todd Richotee Suz
Ron Tipple Hon
200+ EX
Tony Lorusso Yam
Scott Carter Suz
Mike Treadwell Yam
Tom Dowd Kaw
Todd Richotte Yam
SR/NOV
Frank Lennox Hon
Gary Cheney Kaw
Rick Spence Kaw
Jim Russell Suz
Brad Thorburn
SR/AM
Pat Bolduc Hon
Jim Simone Kaw
Mike Neptune Suz
Peter Hersom Yam
Bob Swatik Kaw

Motocross
Cedar Lake MX Pk
Byhalia, MS
Sept. 27
By Judy Sides

50
Dallas Williams Yam
Curt Hale Yam
Brett Yates Yam
Patrick Jones Suz
Brandon Jones Yam
60
Brandon Simpson Kaw
Kevin Lambert Yam
Dallas Williams Kaw
Chris Anderson Kaw
Bradlley Kaw
80 JR
Jamie Thompson Kaw
Max McKinney Kaw
Richard Mansfield Hon
80 SR
Jason Lipe Suz
Kevin Clark Kaw
John Brooks Hon
125 BEG
Poohbear Guiden Hon
Cameron Parker Suz
Kevin Clark Kaw
125 NOV
Keith Guiden Hon
Lee Burks Hon
Bryan Carson Kaw
Bradley Ballentine Kaw
Joseph Furr Kaw
125 INT
Cary Morris Hon
David Burnett Hon
125 EX
Jason Sides
125 OPEN
Keith Guiden Hon
Bryan Carson Kaw
250 BEG
Keith Herring Kaw
Robbie Gentry Hon
Sam Byrd Hon
250 OPEN
Eric Jordan Hus
Keith Herring Hon
250 NOV
Winky Weathers Hon
Peter Hubbard Hon
Pete Perna Hon
Forsythe Suz
250 EX
Jason Sides Hon
250 INT OPEN
Craig Mayhan Hon
Jim Gooch Hon
SR +25
Cary Morris Hon
David Burnett Hon
Randy Kimbrell Hon
Jim Gooch Hon
Barton Ligon Hus
SR +35
Van Clendvin Hon
Mark Henry Kaw
Steve Speights Yam
Gary Vaugh Hon
Pete Perna Hon

Motocross
Albany Supercross
Albany, OR
Sept. 27
By Deanna Holbrook

W/P/W 50
Ryan Barnes Yam
Casey Duval Yam
Collin Kayser Hon
Randi Holbrook Yam
60 6-8
Ricky Merina Hon
60 9-11
Jason Evans Kaw
Brett Slayden Kaw
PLUS 50
Jim Newman Suz
Bill Naylor Hon
Cliff Kobernik Yam
Al Hinkley KTM
Randy Layne Cag
WMN
Deanna Holbrook Suz
Lisa Garrison Kaw
80 BEG
Eddie Slayden Kaw
Mack Landreth Kaw
Brock Ewers Hon
Michael Gamby Kaw
Josh Ruebesan Kaw
80 JR
Sean Richardson Hon
Jim Scott Kaw
125 BEG
Corey Coulter Hon
Wes Hare Hon
Nick Abbott Yam
Mark Pluard Suz
Tim Lucero Hon
125 JR
Ryan Terlecki Kaw
Richard Ruebesan Kaw
Kory Rasmussen Kaw
Gary Terlecki Kaw
Russell Cree Hon
125 INT
Ryan Hageman Hon
Brad Brunkal Hon
250 BEG
Rick Olsen Hon
Virgil Bradburry Yam
Cory Coulter Hon
Rich Murry Hon
Paul Meusling Yam
250 JR
Corey Tennent Hon
Dave Kobernik Hon
Greg Harmon Hon
Larry Hanson Suz
Skip Waddell Suz
250 INT
Ryan Leach Suz
Jeremy Harwood Kaw
500 BEG
Mike Storm KTM
Bret McCord KTM
Robert Lount KTM
Glynn Higgins KTM
Dennis Dankenbring KTM
500 JR
Troy McPike Kaw
Paul Nauman Hon
Matt Bennett Hon
500 INT
Roby Leach
BTH
Ryan Leach Suz
Ryan Hageman Hon
Jeremy Harwood Kaw
Glendel Hanson Hon
Roby Leach Hon
UTH
Darin Pilcher ATK
30-40 JR
Rick McCormick Kaw
Jay Loudagin Hon
Hap Lyday KTM
Mike Childers Hon
Walter Call Yam
30-40 INT
Mark Kristoff Suz
30-40 EX
Ron Milligan Suz
30-40 MONEY
Dean Johnson Hon
OT MONEY
Bob Leach Hon
John Meusling Yam
OT INT
Jim Brown Suz
Mike Tracy Hus
Bob Harrison Suz
Skip Waddell Suz
Bill Naylor Hon
OT JR
Loren Bolster Hon
Cliff Kobernik Yam
Paul Delos-Reyes Yam
Bud Abbott Yam
Randy Layne Cag
OT EX
Rusty Garrison Kaw
250 PRO
Ron Milligan Suz

Motocross
Moto Masters MX
Mexico, NY
Sept. 20
By T. Seller

SR MINI
Mike Ching Kaw
Andrew Excell Suz
Dennis Clark Kaw
SR MINI NOV
Zach DeSorneau Suz
Bill Komanecky Kaw
Jonathan Clingerman Kaw
Jim Ching Suz
JR MINI
Mike Doughtery Kaw
Dan Carey Kaw
Jason Fox Kaw
Justin Murray Kaw
Lonny Thurston Kaw
OPEN AM
Jim Allen Kaw
Jeff Crozier Hon
Andy Peebles Kaw
Russ Cornell KTM
VINT
Tom Pardee Kaw
Kevin Amo Kaw
Ross Casey ATK
250 AM
Vincent Marks Kaw
Brent Muhlberger Hon
Shane Lipe Hon
Jeff Frutchey Kaw
Ken Case Kaw
COLBY AM
Rick Smith Kaw
Anthony Pavia Suz
COLBY EX
Dave Berger Suz
Andy Rushford Kaw
Robbie Brown Kaw
125 EX
Chris Coleman Yam
Rob Nessel Kaw
Dave Burger Suz
Mike Corning Kaw
Terry Kuhn Yam
50
Justin Murray M-M
Mitch Doughtery Yam
Ron Vincent Yam
Dennis Gelatt Hon
Shawn Clark Hon
SR AM
Dave Krager Kaw
Bill Addy Suz
Darrel Hurlbut Suz
Terry Fox Yam
Gary Haskell Suz
SR EX
Mike Murray Hon
Todd Kishpaugh Kaw
Bruce Stratton Yam
Ron Vincent Yam
Vincent Marks Kaw
SR NOV
Pat Murphy Hon
Dan Coley Yam
Doug McKane Suz
Ken Jones Hon
200 NOV
Jeff Lanieu Yam
Jonathon Laya Yam
Keith Hawkins Yam
Shane Lucier Yam
Pete Elacqua Kaw
125 AM
Scott Rockwell Suz
Anthony Pavia Suz
David DeCarlo Yam
Jay Jones Kaw
Jeff Gilman Suz
OPEN EX
Chris Coleman Kaw
Martin Moroz Kaw
Mike Doughtery KTM
Mike Murray Hon
Joe Fioco Hon
S/SR
Bruce Stratton Yam
Alex Moroz ATK
Tom Cristiano Hon
T. Seller Kaw
OPEN NOV
Kirk Miller Hon
Cory Campbell Hon
Bill Babcock Hon
Bob LaPoint Suz
Matt Walker Suz
250 EX
Tom Rice Suz
Rob Nessel Kaw
John Young Kaw
Paul Van Hatten Hon
Andy White Hon
SCHBY
Scott Rockwell Suz
Brent Muhlberger Hon
Jeff Lanieu Yam
Mike Frisch Kaw
Jeff McMahon Kaw
+25 AM
Dave DeCarlo Yam
Bruce Bump Hon
Mark Grasso Hon
Bob Lorini Yam
Dan Coley Yam
+25 EX
Tom Rice Suz
Mike Corning Kaw
Martin Merz Kaw
Tom Pardee Kaw
Andy White Hon

Motocross
Malvern MX Pk
Malvern, OH
Oct. 3
By Peggy Adamic

50
Derick Espenschied Yam
B.J. Wagner Yam
Tim Klase Yam
Brandon Wagner Yam
Ryan Pape Suz
JR MINI
Andy Wickens Kaw
Terry Szarka Kaw
Justin Haislip Kaw
Andrew Fowlerp Yam
David Hill Hon
SR MINI
B.J. Cufr Kaw
Cory Hill Kaw
Patrick Klase Kaw
Terry Szarka Kaw
Fred Henderson Kaw
SCHBY
Andy Moran Hon
Brandon Bucher Hon
125 A
Jeff Pape Hon
Chuck Nicholson Suz
125 B
Larry Bellman Hon
Mike Kochman Yam
Brad Lightner Yam
Dylan Toussant Suz
Jason Stewart Kaw
125 C D-1
Charlie Ellis Hon
Bryan Bellinger Suz
Chuck Bortz Yam
Chris Fountain Kaw
Matt Meek Kaw
125 C D-2
Gary Lemon Kaw
DonnyLewis Hon
Jeremy Bonnett Hon
Jamie Kocher Kaw
Anthony Schlimenti Suz
250 B
Larry Bellman Hon
Frank Pazel Jr. Suz
250 C
Jason Stewart Kaw
Ben Jaberg Kaw
Gary Schering Hon
Kevin Schmid Suz
Ray Collier Suz
VET A
James Kostival Kaw
250 A
Mike Katin Suz
+25
Dave Kacmar Hon
Curt Baldwin Hon
Ken Schering Suz
Chuck Bortz Yam
Jeff Risen Yam
OPEN
Bill Rose Hon
Johnny Young KTM
Bryan Krebs Kaw
Dan Morgan KTM
Todd Jones Hon
SR 1
Dan Morgan KTM
Kevin Kalley Yam
Bill Rose Hon
Vic Suter Yam
James Kistival Kaw
SR 2
Dan Morgan KTM

Dirt Track
Speedway 250
Cadiz, OH
Oct. 3
By Sherry Bellinger

50 STK
Race Bellinger Yam
Charlie Italia Suz
Jared Grabiel Yam
50 MOD
Jesse McCammon Yam
Ben Kerestes Hon
60 ST
Cory Roth Hon
Donny Jackson Hon
80 KNOBBY
Nick Evans Hon
Dennis Baker Hon
Chris Wade Suz
Donny Jackson Kaw
80 ST
Nick Evans Hon
Cory Roth Kaw
0-200 ST
Mark Kukasky Suz
John Morton Suz
0-200 KNOBBY
Tom Derby Kaw
Dave Ash Pen
Jimmy Martin Kaw
Brian Martin Hon
0-250 ST
Sammy Stepanovich Kaw
Scott Lowery Hon
0-250 KNOBBY
Tom Derby Suz
Dave Ash Hon
Jason Wilcox Hon
Eddie Woodring Hon
Don McKinny Yam
VINT '76 & OLDER
Don Herron Bul
Scott Baker Bul
Curt Zeiter C-A
David Arnold Bul
Dale Sondles Yam
SR 30+
Jim Beck Rtx
Scott Baker Hon
OPEN B
Sammy Stepanovich Kaw
Jim Beck Rtx
OPEN EX
Eric Kinsey Rtx
Jerry Vanderkooi Rtx
Aaron Schied H-D

Motocross
Pilot Hill MX
Ravenna, KY
Oct. 4
By Russell Parks

60
Will Ashley
James Russell
Wayne Hunter II
80
Michael Lambert
Dale Fenner
Armand Johnson
125
Dennis Stone
Hank Salyer
David Culton
250
Keith Hall
Jim Maxam
Rick Barnett
OPEN
Jamie McQuad
Eddie Peffer
Jamie Newmann
VET
James Maxam
Dennis Stone
Keith Cartwright
BOMBER' 87 & OLDER
Eddie Peffer
Keith Cartwright
Don Estes
TOP GUN
David Culton

Motocross
Season C'ship
Pilot Hill MX
Ravenna, KY
Oct. 4
By Russell Parks

80
Brian Bourne
Dale Fenner
Shaun Sparks
Michael Lambert
Armand Johnson
125
David Culton
Dennis Stone
Jason McCowan
Hank Salyer
Keith Cartwright
250
Keith Hall
Jim Maxam
Jon Slavey
Eric Reed
Bill Miracle
OPEN
Jamie Newman
Jamie McQuad
Eddie Peffer
Eric Reed
Tim Gulley
VET
James Maxam
Tim Gulley
Don Kaelin
Don Labrowski
Doug Thornsburg
BOMBER '87 & OLDER
Don Kaelin
Keith Cartwright
Steve Donovan
Tim Gulley
Andy Hamner
'92 TOP GUN
Keith Hall

Short Track
Seaford Speedway
Seaford, DE
Oct. 4

250 A
Todd Winsett Hon
VET
Mark Miller Rtx
600 B
Rick Mansfield Hon
600 A
Harold Dorsey H-D
Mark Miller Rtx
Jim Hollister H-D

Motocross
Huetter MX Park
Coeur D'Alene, ID
Oct. 4
By Jannice McAlister

P/W
Jeff Walton Itj
Chaz Palmer Yam
Andy McCaughin Itj
60
Nathon Goetz Kaw
Ian Mack Kaw
C.J. Wolf Kaw
80 BEG
Jesse Hurst Hon
Craig Cawte Suz
Jeremiah Reid Yam
80 9-11
Nathon Goetz Kaw
Ian Mack Kaw
Matt Topp Hon
80 12-16
Jimmy LaMastus Suz
Derek Mahoney Suz
Tyson Airone Kaw
S/MINI
Jimmy LaMastus Suz
Derek Mahoney Suz
Jesse Hurst Hon
125 BEG
Aaron Rainio Kaw
Chad Agen Suz
Shawn Bangers Yam
125 NOV
Cyle Young Suz
Ryan Hansen Kaw
Cint Murfitt Kaw
125 INT
Eric Waunch Hon
Adam Lehan Kaw
125 PRO
Chann McAlister Suz
Shane Scheller Hon
250 BEG
Don May Suz
Jay Schuster Suz
Robert Johnson Hon
250 NOV
Chad Eckley Hon
Todd Wichelmann Yam
Steve Skellenger Suz
250 INT
Scott Lomas Yam
Jason Stippich Yam
Ken Millard Hon
250 PRO
Chaun McAlister Suz
BTH
Scott Lomas Yam
Brent Smith Hon
UTH
Todd Wichelman Yam
Tim Tadlock Yam
Allen Dosch Hon
OTH
Steve Skellenger Suz
Don May Suz
Rande Walton Hon
OT
Oscar Sheets Suz
Ken Tadlock Hbg

Motocross
NESC
Southwick, MA
Oct. 4

85 BEG
Leo Lopes Hon
Stephanie Perron Suz
Bill Torello Kaw
Marc Zwick Kaw
Justin Raffone Kaw
85 JR
Ryan Hedges Suz
Matt Charron Suz
Bryan Cournoyer Kaw
Tim Mynes Kaw
Rick Mooney Suz
85 ADV
Keith Labonne Kaw
Henry Komosa Suz
Ryan Hedges Suz
Matt Charron Suz
Bryan Counoyer Kaw
125 YTH BEG
Rob Roth Hon
Dan Krawiec Yam
Bill Kudelchuk Hon
Erik Nordahl Kaw
Marc Decormier Kaw
125 YTH JR
David Cobb Kaw
Kevin Bulk Yam
Peter Gevry Suz
Pat Sullivan Suz
Brent LaCoste Hon
125 YTH ADV
Ryan Kaichen Kaw
Larry Lashway Kaw
Richard Rogers Hon
Mark Shea Hon
Jason Boron Kaw
40+
Lou Colon Kaw
Bob Swatik Kaw
Jim Simone Kaw
Bob Sterne Suz
Bill Fischer Kaw
30+
Keith Streib Kaw
Scott Lecour Hon
Joe French Hon
Sam Brannigan Suz
Gary Hutchinson Hon
30+ EX
Steve Burdette Yam
Joe Mikalson Hon
Wemyss Scott Yam
Jim Meenan Yam
John Camelio Jr. Hon
35+ AM
Lou Colon Kaw
Bob Swatik Kaw
Jim Simone Kaw
Bob Sterner Suz
Steve Cochrane Kaw
35+ EX
Don Grahn Hon
Jim Meenan Yam
Bob Piche Yam
David Clemence Hon
Joe Ferrini Yam
125 NOV
Rob Roth Hon
Ceaare Dimeo Hon
Richard Margiasso Suz
Jeremiah Johnson Suz
Kyle Myers Hon
200+ NOV
Phil Petras Yam
Rich Mitchell Hon
Tyler Simler Suz
Paul Samuelson Hon
Bob Pease Hon
OPEN NOV
Bill Ruccio Hon
Jim Russell Suz
Kevin Petit Hon
John Novak Yam
Paul Samuelson Hon
125 AM
Gerry Lashway Kaw
Brian Gringras Suz
Richard Rogers Hon
Clint Rooney Hon
Jason Boron Kaw
200+ AM
Steve Violette Hon
Erik Robie Kaw
Larry Lashway Kaw
Dean Onners Suz
John Derocher Kaw
125 EX
Tony Lorusso Yam
Scott Carter Suz
Bill Dzielak Hon
Mike Treadwell Yam
Wally Silva Suz
200+ EX
Tony Lorusso Yam
Mike Treadwell Yam
Bill Dzielak Hon
Ed Morse Hon
Pat Barton Suz
SR NOV
Joe Jay Yam
Gary Cheney Kaw
John Novak Yam
Jim Russell Suz
Bob Lasky Kaw

Motocross
Sleepy Hollow MX Pk
Fredericksburg, PA
Oct 4
By Brenda Uhrich

125 EX
Brian Eichelberger Suz
Paul Shafer Suz
Eric Eck Hon
Stephen Shelly Kaw
Dan Wilson Hon
250 EX
Gaylon Dickson Yam
Daniel Portz Suz
Dave Green Yam
Brian Hill Suz
OPEN EX
Brad Stepp Kaw
Harlan Seiverling Hon
Harold Seiverling Kaw
125 AM
Patrick Neville Suz
Scott Lucas Kaw
Devin Trexler Suz
Jeffrey Forman Suz
Robert Nudy Suz
250 AM
Eddie Anewalt Yam
Chris Albanesius Hon
Mario Martorella Kaw
Andrew Polnasek Hon
Daniel Carsley Kaw
OPEN AM
Timothy Smith Hon
Bryan Troutman Kaw
Robert Walasavage KTM
George Lucas Jr. Kaw
Robert Nudy Suz
125 NOV
Paul Zander Suz
Richard Scheuerman Suz
Marc Pyke Kaw
Troy Smeltz Hon
Tony Cavazza Kaw
250 NOV
Keith Detwiler Yam
Michael Davis Sr. Hon
Daniel Stiner Kaw
Troy Smeltz Hon
Michael Husouth Yam
25 +
Gaylon Dickson Yam
Dave Green Yam
David Wolfskill Suz
Randy Whitmer Kaw
Brad Stepp Kaw
SR EX
David Wolfskill Suz
Len Clark Yam
Chris Albanesius Hon
SR AM
Mario Martorella Kaw
John Hilton Hon
Michael Angerman Kaw
George Lucas Jr. Kaw
David Smith Kaw
S/SR
Frederick Kostenbader Yam
80 14-15
Devin Trexler Hon
Blair Snavely Yam
Stephen Rehrer Kaw
Joseph Brady Hon
Mike Megonigal Kaw
80 12-13
John Schneider Hon
Ryan Hower Kaw
Brett Burkey Kaw
Shane Resanovich Kaw
Shane Harris Yam
80 7-11
Jeremy Cook Kaw
Terance Osenbach Suz
Jason Harris Yam
Russell Nicholson Suz
Jared Himmelberger Yam
60
Jeremy Cook Kaw
Casey Clark Kaw
Derek Burlew Yam
Kirk Ryan Kaw
Curt Minnich Kaw
50 7-8
Derek Burlew Yam
Casey Clark Yam
Patrick Simpson Yam
Lanny Kemble M-M
Craig Sody Yam
50 4-6
Jeffrey Koss Yam
Alex Steckler Yam
Bryan Fleischman Yam
Leo Hertz Yam
Matthew Osenbach Itj

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RESULTS

Drag Race
AMRA
Beech Bend Rcwy Pk
Bowling Green, KY
Oct. 3-5

TF/TB
Jack Romine
Gary Gilmore
TF/SE
Bill Furr
Bob Spina
P/F
Bob Totty
Mike Colagerakis
S/P/F
Bill Furr
Derrick Nelson
T/G
Gary Sinks
Jack Larson
P/S
Dave Feazell
Mark Pany
M/FL
Jeffery Flora
Orville Kline
SM/FL
Dennis McMullin
Marley Slabaugh
M/XL
Rick Bledsoe
Bobby Pettit
SM/XL
Chris Welbourn
Dan Baisley
D
Jim Dahling
Steve Gaskill
H/S
Danny Arnold
T
Peg Leg Parker
Garde Misgrades
SS/FL
Andy Romness
Randy Lienemann
SS/XL
Linda Jackson
Steve Carnes
S/A
Neil Stehr
John Alpeters
S/B
Marty VandenHeuvel
Jim Dhanse

Hare Scrambles
Salem M.C.
Salem, OH
Oct. 4
By M.L. Miller

O/A
Joel Andrews Yam
JR MINI
Aaron Kaloci Suz
Tig Rowles Hon
Raleigh Thompson Kaw
Jeff Melik YZ
SR MINI
Bob Landsberger Kaw
Tom Povenski Suz
Joshua Peler Kaw
Nick Tarbet Suz
Wayne Shay KX
200
Jack Steele Suz
Alan Hughes Hon
Dan Fruska Suz
Terry Ilg KTM
Jimmy Jarrett Suz
250
Jeff Bonaseph KTM
Ray Vargasota Hon
Robin Sarisky Hon
Bill Ponick Yam
Dan Hazelbaker Hon
OPEN
Flip Jender KTM
Mark Sherwood KTM
Rusty Myers Hon
Curtis Crump Hon
Tom Kraft Kaw
SR 1
Tim Strickland Hon
Norman Bish Hon
Randy Hole Suz
Craig Herman Kaw
Al Chuppa Hon
SR 2
Phil Andrews Hon
Marty Heben Hon
Lewis Harry Yam
Wm Tutwiler Kaw
Russ Haehn Hon
WDSMN
Richard Borbick KTM
Jim Clark Jr. RX
Bob Cosma Hon
Rich Thompson Yam
Ron Eikenberry Yam

Motocross
MRA
Milan Cycle City
Milan, MI
Oct. 4
By Marilyn Post

60
Jeremy Ball Kaw
Scott Little Yam
Kim Lowell Kaw
0-85 BEG
Danny Little Kaw
0-85 NOV
Rancil Hughes Suz
Matt Searles Hon
Chris Lowell Suz
Chris Ockert Kaw
Brandon Boone Suz
0-85 EX
Jason Beckington Suz
Chris Beckington Suz
Tom Barron Suz
Randy Valade Suz
Jason Mazei Suz
125 JR 12-15
Matt Maximoff Suz
Ryan Valade Suz
Joe Oehlhof Suz
Jason Beckington Suz
Ryan Haines Hon
125 BEG
Paul Peterson Suz
Jeff Rhoades Yam
Robert Zitkus Suz
Corey Whitaker Suz
Mike Nadrasik Yam
125 NOV
Jonas Wildman Suz
Bradley Lemerand Suz
Matt Behringer Kaw
Jeff Sanford Kaw
Mark Glenn Suz
125 INT
Matt Maximoff Suz
Kirt DeBoer Suz
Joe Oehlhof Suz
Howie DuRussell III Suz
Greg Simpson Suz
125 EX
John Grewe Suz
Johnny Putnam Jr. Hon
David Horvath Hon
Shawn Castle KTM
Barry Mayo Suz
205/OPEN BEG
Daniel Murray Hon
Kevin Dalton Suz
Steve Tripp Suz
Mark Koury Hon
John Knight Yam
250/OPEN NVO
Nelson Copeland Suz
Tony Mott Suz
Yasuhiko Hayashi Suz
Kevin Radzinski Suz
Andy McCain Hon
250/OPEN INT
David Bowman Suz
Mark Zukowski Kaw
Mike Teagan Yam
Barry Mayo Suz
Jeff Beerbower Hon
16-24 OPEN
Johnny Putnam Jr. Hon
VET 25+
Lonnie Hammond Yam
Jeff Weber Kaw
Kevin Towle Hon
VET 30+
Brian Evans Yam
Barry Mayo Suz
Mike Teagan Yam
Bob Bolenbaugh Hon
Jeff Beerbower Hon
VET 35+
David Bowman Suz
Brian Evans Yam
Bob Bolenbaugh Hon
Richard Darm Kaw
Kenneth Ball Hon
SR 40+
Howard DuRussell II Kaw
Dan Post Kaw
Harold Turner Hon
Stan Courtad Hon
Wayne Uckele Yam

Motocross
The Challenger Rcwy
Jacksonville, PA
Oct. 4

250 A
Kevin Musser Hon
Shane Lawson Suz
Timothy Bemisderfe Yam
250 B
Doug Lowry Hon
Jim Reilly Hon
Fred Turjan Suz
Gregory Frey Yam
Michael Stelmack Hon
125 C
Ryan Michalovicz Kaw
Eric Cooper Hon
Arthur Kromel Suz
Ryan Kelly Suz
Matthew Martin Yam
51 AUTO
Gordon Baungardner Yam
65 7-11
Branden Jesseman Kaw
Harry Gearhart Kaw
85 7-15
Joe Kastory Suz
251-OPEN A
Chris Ross Kaw
Bryan Lineman Hus
251-OPEN B
Michael Stelmack Hon
Mark Liti Kaw
Louis Ali Hon
Dean Auen Hon
David Fiola Yam
251-OPEN C
Steven Hagofsky Hon
William Miller Hon
Donald Zahorohak Hon
Mike Catanzano Yam
Troy Mihalinac Hon
0-85 JR 7-11
Branden Jeeseman Suz
0-85 INT 12-13
John Holba Kaw
Ryan Gates Suz
Mike Barto Suz
Joe Kastory Suz
Mark Klingensmith Jr. Suz
0-85 SR 14-15
Matt Marks Suz
Brett Bezilla Suz
Steve Plusquellic Hon
Richard Goldberg Suz
126-250 C
Michael Hill Kaw
James Miller Hon
Randy Smallwood Suz
Patrick Gualtieri Suz
Chuck Morrison Yam
125 A
Shane Lawson Suz
125 B
Sonny Morocco Hon
Shane McMillin Suz
Michael Herman Suz
Edward Kubic Hon
David Richards Jr. Suz
VET B
Doug Lowry Hon
Dean Auen Hon
Richad Hagofsky Kaw
David Fiola Yam
William McGlumphy Yam
SR
Richard Smallwood Suz
Dave Ulizzio Suz
VINT
James Wilson KTM
Donald Gerhart Yam
Edward Kubic Hon
Robert Hafer Suz
Kevin Hafer Suz
+25
Fred Turjan Suz
Jim Reilly Hon
Gregory Frey Yam
David Marshall Yam
Dennis Rokosky Suz
VET A
David Bachman Yam
Dale Taylor Kaw

Motocross
Albany SX
Albany, OR
Oct. 11
By Deanna Holbrook

50
Tyler Fick Yam
Ryan Barnes Yam
Gary Anderson Yam
Brandon Lachapelle Yam
Casey Duval Yam
60 6-8
Tyler Fick Yam
Brent Line Hon
Rick Merina Kaw
60 9-11
Jason Evans Kaw
James Rouillier Kaw
80 BEG
Brock Ewers Hon
Cody Garvin Kaw
Josh Ruebesan Kaw
John Deconnick Hon
Levi Kasper Kaw
80 JR
Dusty Lenaburg Suz
Sean Richardson Hon
Michael Merina Kaw
Mike Storm Hon
125 BEG
Jonathan Kauffman Hon
Cory Coulter Hon
Chad Gilbert KTM
John Feeley Kaw
Joey Ebensteiner Yam
125 JR
Gary Terlecki Hon
Ryan Terlecki Hon
Kory Rasmussen Kaw
Russell Cree Hon
Kirk Ridgley Kaw
125 INT
Ryan Hageman Kaw
Brad Brunkal Hon
Eric Rogers Hon
Chad Reed Kaw
+50
Bill Naylor Hon
Cliff Kobernik Yam
Al Hinkley KTM
Randy Layne KTM
WMN
Deanna Holbrook Suz
Rhonda Fletcher Hon
Carla Dewitt Cag
Lynette Lenz Kaw
Barbara Luoto Kaw
250 BEG
Cory Coulter Hon
Mike Marlow Suz
Dan Kauffman Hon
Calvin Faber Yam
Virgel Bradbury Yam
250 JR
Cory Tennent Hon
Robert Breaux Yam
Ed Pearson Yam
Brandon White Suz
Greg Harmon Hon
250 INT
Jeremy Harwood Kaw
Ryan Leach Suz
250 PRO
Gary Beyer KTM
Kenny Olsen Suz
500 BEG
Mike Storm KTM
500 INT
Roby Leach Hon
Rod Comstock Hon
BTH
Roby Leach Hon
Ryan Hageman Kaw
Jeremy Harwood Kaw
Kirk Ridgley Kaw
Dave Kobernik Hon
UTH
Gary Beyer KTM
Monty Hill Suz
Rich Lund Yam
Mike Storm KTM
Chopper Lynn Yam
30-40 JR
Jay Loundagin Hon
Steve Jackson Hon
Walter Call KTM
Brian Swisher KTM
Lon Gregory Hon
30-40 INT
Bryan Lynn Yam
Rick Roberts Yam
Michael Holbrook Suz
Mark Kristoff Suz
James Scott KTM
30-40 MONEY
Ron Sun Hon
Dean Johnson Hon
Joe Casey Yam
OT JR
Pat Merina Kaw
Cliff Kobernik Yam
Gene Chittim Hon
Paul Delos-Reyes Hon
Don Burkin KTM
OT INT
Bob Harrison Suz
Mike Tracy Hus
Dewey Lenaburg Suz
Bill Naylor Hon
OT MONEY
Jim Harris Yam
Jerry Dewitt Hus

Motocross
Sprout Patch
Competition
Billings, MO
Oct. 10
By Gale Boswell

80 BEG
Vernon Richmond Kaw
80 SR
Daniel Lariviere Kaw
Chad Matthews Kaw
125 BEG
Michael Kelling Hon
Scott Johnson Kaw
Daryl Haney Suz
Randy Brown Hon
250 BEG
Brian Albertson Yam
Doug Bedford Yam
Allen Boyd Yam
Tim Christman Suz
Rick Strobel Yam
+30
Scott Evans Kaw
Tony Lee Hon
COMB OPEN
Eric Golden Yam
Paul Bales Kaw

Motocross
OTHG MX
Perris, CA
Oct. 10
By Greg Robertson

BEG
Nick Sancic Hon
David Ward Hon
Chris McConnell Kaw
John Curran Suz
Robert Broten Hon
NOV
David Stelter Yam
Joe Churilla Hon
Jim McConnell Kaw
Kirk Lukrofka Hon
Carlos Marin Kaw
INT
Carl Powell Yam
Steve Gordon Suz
Mic Rodgers Kaw
Paul Ikeda Hon
Louie Springer Suz
EX
Rick Richards Kaw
Marc Crosby Yam
Lynn Barnes Yam
Gary Sherohman Kaw
Mark Howard Suz
PRO
Craig Hofmeister Hon
Bob Casper Suz
Rick Johnson Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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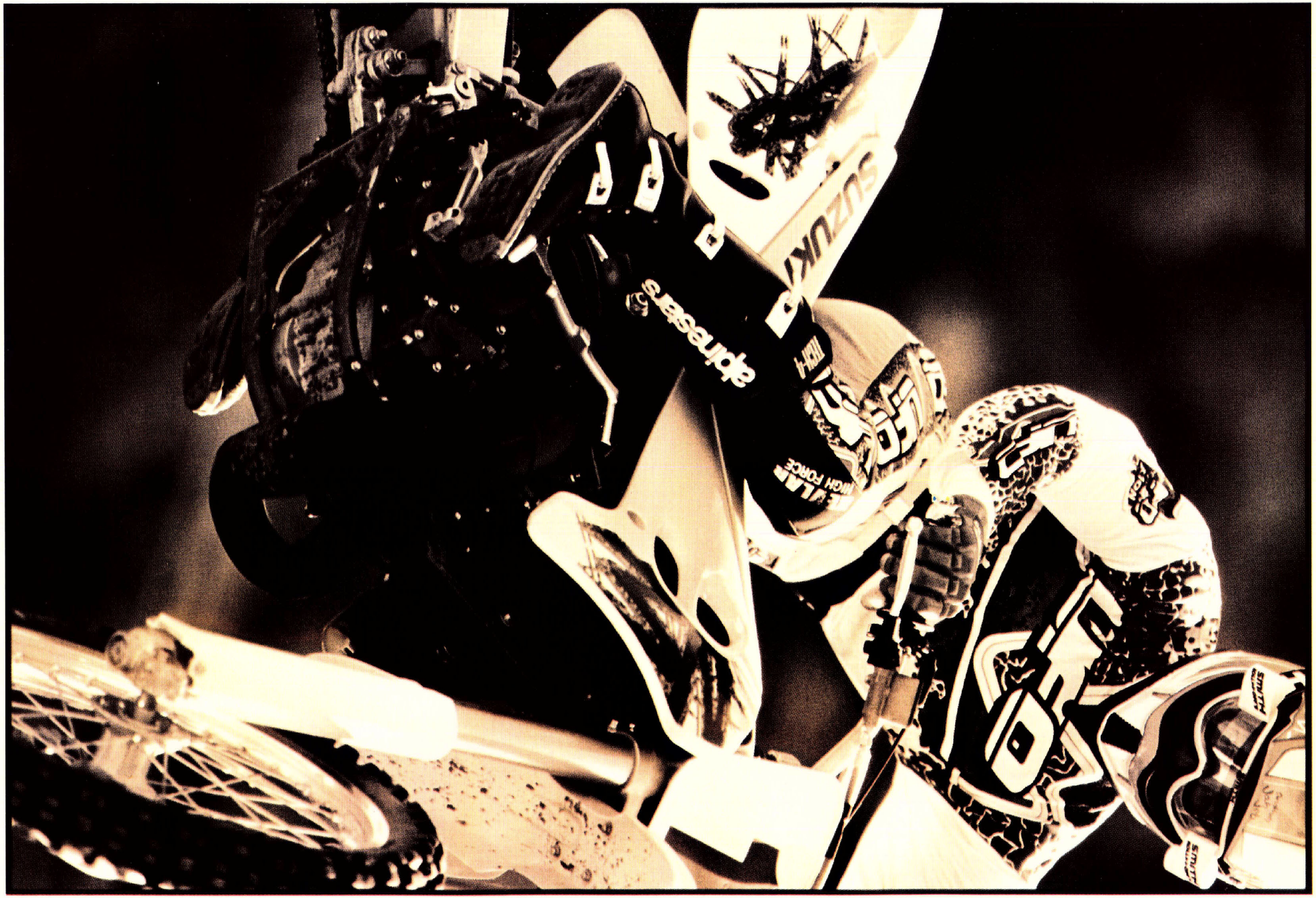
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HIGH FORCE

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1125 S. Anaheim Blvd., Anaheim

Bert's Motorcycles
900 West Foothill Blvd., Azusa

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115 Roberts Lane, Bakersfield

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Escondido Cycle Center
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Hanford Suzuki/Yamaha
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Saddleback Suzuki
23034 E. Lakeforest Dr.,
Laguna Hills

D-H Cycles
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Suzuki Country
2057 N. Hamner, Suite #201, Norco

Cole Bros., Suzuki
5906 Lankershim Blvd.,
North Hollywood

Cycle West
1375 Industrial Ave., Petaluma

Del Amo Suzuki
1512 Aviation, Redondo Beach

Suzuki of Riverside
3272 Market St., Riverside

Goodtimes Kawasaki/Suzuki
5040 Auburn Blvd., Sacramento

Salinas Cycle Center
312 Abbott, Salinas

Inland Empire Suzuki/Kawasaki
1248 North N. Street,
San Bernardino

Fun Bike Center
4689 Convoy St., San Diego

San Diego's House of Motorcycles
4904 El Cajon Blvd., San Diego

Cycle Imports
2355 El Camino Real, Santa Clara

Simi Valley Cycles
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Suzuki of Van Nuys
16141 Sherman Way, Van Nuys

Barber Suzuki Motorcycles
3650 E. Main, Ventura

Victorville Suzuki
15224 7th Street, Victorville

CONNECTICUT
New England Cycle Center
73 Liebert Rd., Hartford

DELAWARE
L & D Suzuki
1070 South DuPont Hwy., Dover

FLORIDA
Palmetto Kawasaki/Suzuki
6400 W. 20th Ave., Hialeah

Suzuki of Lake Wales
1100 U.S. Hwy. 27 North,
Lake Wales

Motoport Yamaha/Suzuki
1200 N.W. 57th Ave., Miami

Suzuki of Cutler Ridge
11995 S.W. 222nd St., Miami

Cycle Riders Suzuki Orlando
4101 Old Winter Garden Rd.,
Orlando

Honda Suzuki West
13521 N. Florida Avenue, Tampa

GEORGIA
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96 E. Iron Belt Rd., Cartersville

Suzuki of Dalton
205 East Waugh St., Dalton

R.T. Cycle Suzuki
1518 Lafayette Road,
Fort Oglethorpe

Griffin Suzuki/Yamaha
3336 N. Expressway, Griffin

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TUF Kawasaki/Suzuki
2727 Sycamore Road, Dekalb

Downers Grove Yamaha/Suzuki
330 Ogden Ave., Downers Grove

Ron & Brian's Suzuki
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INDIANA
Max Pitts' Yamaha/Suzuki
190 Business 31 South, Peru

Buck's Cycle & Sport
2105 Laporte Rd., Hwy. 2E,
Valparaiso

IOWA
BAK Honda/Suzuki Kubota Center
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MARYLAND
Cycle World
7030 Pulaski, Baltimore

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Wareham Suzuki
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MICHIGAN
Nicholson Enterprises
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Blue Springs

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Poet Motorcycles
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NEW HAMPSHIRE
Gilly's Cycle-Rama II
107 Plaistow Road, Plaistow

NEW JERSEY
Kawasaki/Suzuki of Ramsey
995 Route 17, Ramsey

NEW YORK
Ed Downing Cycles
30 MacArthur Drive, Cobleskill

Orient Express Suzuki
41-43 West Sunrise Hwy., Freeport

Gold Sport Cycle
Rt. #13 & Hinshaw Road, Ithaca

Ace Suzuki Sales & Service
Route 9, Kinderhook

Adirondak Cycle Center
Rd. #3, Box 551, Plattsburgh

NORTH CAROLINA
Suzuki Motorsports/Charlotte
2500 Freedom Dr., Charlotte

Barnes Suzuki
2006 E. Ozark Ave., Gastonia

Dal-Kalia Cycle Center
312 Kanuga St., Hendersonville

Suzuki of Winston-Salem
5658 Country Club Rd.,
Winston-Salem

OHIO
F & S Kawasaki/Suzuki
7200 N. Dixie Dr., Dayton

ASK Motorcycle
2535 Lancaster-Colombus,
Lancaster

Andrews Honda/Suzuki
13134 State Route 62, Salem

Eastside Honda/Suzuki/BMW
701 N. Market St., Troy

OKLAHOMA
Oklahoma Honda/Suzuki
3400 South Sunnylane, Del City

Southwest Kawasaki/Suzuki
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Hillsboro Honda/Suzuki
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Mike's Suzuki
14221 McLoughlin, Milwaukie

PENNSYLVANIA
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Action Cycle
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Yamaha/Suzuki Fun Center
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Pro Motion
387 Courtland St., E. Stroudsburg

Bentley's Yamaha/Suzuki Cycle
Sales II
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Cernic's Suzuki Sales & Service
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Bentley's Yamaha/Suzuki
Cycle Sales
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Murrysville

Bromley Motorcycle Sales
635 Somers Ave., Trevose

Cycle City Honda/Kawasaki
2814 Buffalo Road, Wesleyville

RHODE ISLAND
Dynamic Motors
210 West Avenue, Pawtucket

SOUTH CAROLINA
Myrtle Beach Suzuki
4655 Hwy. 17 Bypass S.,
Myrtle Beach

TENNESSEE
Mid-South Honda/Suzuki
2092 New Ashland City Rd.,
Clarksville

Kingsport Kawasaki/Suzuki
1904 Brookside Drive, Kingsport

TEXAS
Arlington Suzuki
2002 E. Abrams, Arlington

Suzuki of Laredo
3002 Santa Ursula IH 35, Laredo

Suzuki of Tomball
23233 Snook Lane, Tomball

UTAH
McKnight's Sporting Goods
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Tooele Valley Suzuki
398 N. Main, Tooele

VERMONT
Land-Air
46 Kellogg Road, Essex Jct.

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3101 Lee Hwy., Bristol

Mark IV Suzuki
Rt. 2, Hwy. 11E POB 693,
Wytheville

WASHINGTON
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1515 Charleston Bch Rd., Bremerton

Mac's Cycle
700 Bridge St., Clarkston

Enumclaw
Suzuki/Kawasaki/Yamaha
408 Roosevelt, Enumclaw

Everett Suzuki
6408 Evergreen Way, Everett

Sports Cycle
504 E. Columbia Dr., Kennewick

Paulson's Suzuki
4402 6th Ave. S.E., Lacey

Renton Honda/Kawasaki/Suzuki
299 Rainier Ave. S., Renton

Aurora Suzuki
7409 Aurora Ave. N., Seattle

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Casto Motorcycle
2679 Sissonville Dr., Charleston

WISCONSIN
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Madison

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Suzuki Man
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Cycle Center

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Bellflower Suzuki
West Valley Suzuki and Kawasaki
Concord Motorsports
Town & Country Suzuki
Southland Cycle Center
Hayward Honda/Suzuki
South Bay Motorsports
Oceanside Suzuki
Fator's Motorcycle Sales
All American Honda-Suzuki
Jorgy's Suzuki/Kawasaki Rec.
Torrance Suzuki
D & D Kawasaki/Suzuki

COLORADO
C & E Suzuki Sales
Fay Myers Honda/Kawasaki/Suzuki
Four Seasons Sports Center

FLORIDA
Kawasaki/Suzuki Fort Lauderdale

GEORGIA
Metro Atlanta Cycles
Roswell Honda/Suzuki
Wagoner Cycle Works

IDAHO
Carl's Cycle Sales
Suzuki-Polaris of Twin Falls

ILLINOIS
R L Suzuki
Moto Works

INDIANA
Dreyer Yamaha and Suzuki
Linton Cycle Sales
Atkins' Cycle
N-Y-K & Suzuki Terre Haute

LOUISIANA
Gene Alleman Kawasaki-Suzuki

MARYLAND
The Cycle Shed

MASSACHUSETTS
Parkway Cycle

MICHIGAN
Flint Suzuki
Paw Paw Lake Sports & Marina
Rosenau Power Sports
Shawput Hills Sales
Ray C's Cycle & Sport
Kawasaki/Suzuki of Saginaw

MINNESOTA
Caswell Cycle

MISSOURI
Int. Action Sports Unlimited

NEVADA
Nevada Suzuki

NEW JERSEY
D & W Suzuki
Milville Yamaha and Suzuki
Central Jersey Cycles
Mt. Holly Kawasaki and Suzuki
Strykers Marine & Cycle

NEW YORK
Seymour's Motorized Sports
Dutchess Rec. Vehicles
Hollink Honda/Suzuki

OHIO
Penton Honda Suzuki
Newark Suzuki Center
McCune Cycle World
Gollan's

OKLAHOMA
Farr's Suzuki

OREGON
Cycle Country Honda/Suzuki

PENNSYLVANIA
Ye Olde Cycle Barn

TENNESSEE
Suzuki of Paris

TEXAS
Sunland Motorsport Center
Stubbs Cycles
Golden Suzuki and Honda

WASHINGTON
Federal Way Suzuki

WISCONSIN
Doucas Cycle
Midwest Action Cycle
Larry's Cycle

THE '93 SUZUKI CONTINGENCY PROGRAM. YET ANOTHER WAY TO MAKE THE COMPETITION LOOK FOOLISH.

The Suzuki Contingency Program is back for 1993. With an incredible $3.2 million up for grabs, more events and more classes than ever, and the deepest payouts in the industry. So start racing and start earning this fall, at events like the AMA Winter Olympics. The 1993 Suzuki Contingency Program. What a concept. After you make the competition look silly, we pay you.